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Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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No. 105 MARCH, 1963

Published first Thursday of the month

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£440 MILLION FOR THE NAVY

Conventional strength not affected by Polaris subs.

TWO CARRIERS TO BE EAST OF SUEZ AT ALL TIMES

UNDERLINING the essential unity of the nation's defence forces, the Statement on Defence and the Services Estimates Memoranda is issued for the year 1963-64 as a single volume and shows that the Defence Budget for the year will amount to £1,838 million. This amount represents about 7 per cent. of the Gross National Product—a proportion which has for several years been devoted to defence.

Of this huge sum the Navy's share is £483,751,600, less Appropriations-in-Aid of £42,792,600, resulting in a net cash requirement of £440,959,000. This is £2,598,000 more than last year, but taking into account the transfer of Navy Works to the Ministry of Public Building and Works, the true increase in the Navy Vote is about £21 million.

The main reasons for the increase are: we shall be spending more on new ships and aircraft and their equipment. Provision is required for the commencement of the Polaris programme and pay and prices have increased.

The total manpower for the Navy for the ensuing year remains at approximately 100,000.

IMPORTANT ADDITIONAL TASK

The opening words of the First Lord's memorandum accompanying the Navy Estimates are: "The Royal Navy is now to be entrusted with a most important additional task. It is to be responsible for creating and operating, in time to succeed the V-bombers, a force of Polaris-equipped nuclear submarines as Britain's independent contribution to the long-range strategic deterrent forces of the Western Alliance. The Admiralty are confident that the Royal Navy will be able to meet the challenge offered by

the formidable problems entailed in achieving this task."

Only "a few millions," however, of the Navy Vote will be required in the forthcoming year for this purpose. The cost of the Polaris programme will amount, over the years, to something like £300 million, with the greatest expenditure occurring in the mid-sixties. Although this large amount will be carried by the Navy, the Navy in its other roles will not be affected.

NO NEW CARRIER YET

No decision has yet been reached regarding a new aircraft carrier, but the design of a new one to replace H.M.S. Victorious is making good progress. H.M.S. Victorious will require to be replaced in 1971 and a decision regarding the building of a new carrier must be taken before the next Navy Estimates are submitted.

The First Lord, at the Press Conference on the Defence Estimates, presided over by the Minister of Defence

(Mr. Peter Thorneycroft), stated that the design on which work was being undertaken was of the conventionally powered type.

SHIPS UNDER CONSTRUCTION

The Estimates show that ships under construction or on order on March 31, 1963, were two assault ships, four guided missile destroyers, two nuclear submarines, six submarines (conventional) and 14 frigates. Of these numbers all have actually been laid down except one nuclear submarine and four frigates.

The strength of the fleet remains substantially the same as in the previous year. In the operational fleet, or preparing for service with it, there will be 273 ships available for the various tasks of the Navy; 142 will be in the fleet, 48 will be engaged on trials and training and there will be 83 support ships and auxiliaries.

In addition the number of ships in reserve, or undergoing long refit, modernisation, conversion, etc., during the year will be 263, including 24 destroyers, 32 frigates, 18 submarines, 119 minesweepers, and ships such as

(Continued on page 15, column 4)



H.M.S. Devonshire, first of the six County Class guided-missile destroyers (6,200 tons, full load). Hampshire, Kent and London are expected to join the Fleet this year and good progress is being made with the other two, H.M.S. Fife and H.M.S. Glamorgan. These two ships will carry the Seaslug Mark II—later to be fitted to the other four. At the moment they are fitted with Seaslug Mark I medium-range ship-to-air guided missiles. Short-range anti-aircraft missiles (Seacat) are also part of the armament of these powerful ships.

New Commander-in-Chief, Portsmouth, takes over

ADMIRAL Sir Wilfrid J. W. Woods, K.C.B., D.S.O. and Bar, took over his new appointment as Commander-in-Chief, Portsmouth, from Admiral Sir Alexander N. C. Bingley, K.C.B., O.B.E., on February 28.

The new Commander-in-Chief's flag was hoisted in the submarine H.M.S. Totem (Sir Wilfrid specialised in submarines as a young officer) and hoisted in Victory on March 1. Admiral Bingley's flag being hauled down for the last time on the evening of the previous day.

Admiral Woods assumed his new



Admiral Sir Wilfrid J. W. Woods, K.C.B., D.S.O. and Bar, the new Commander-in-Chief, Portsmouth, who succeeded Admiral Sir Alexander N. C. Bingley, K.C.B., O.B.E., on February 28.

SONAR DISPLACES ASDIC

IN future Asdic ratings will be known as Sonar Operators and a term which has been used to describe submarine detection apparatus since just after the First World War is to disappear.

Asdic originated from the initials of the Allied Submarine Detection Investigation Committee—a body concerned during the First World War with the investigation into submarine warfare problems. Sonar, a much newer word, originated in the U.S.A., and derives from Sound Navigation and Ranging.

The change has been made to conform with N.A.T.O. practice. The terms A/S (Anti-Submarine) and A.S.W. (Anti-Submarine Warfare) will not be affected by the change.

command in the Great Cabin of H.M.S. Victory, Nelson's flagship, having been received by Admiral Bingley and by a naval guard and Royal Marine band. After inspecting the guard both Admirals went on board Victory when the formal handing-over took place.

Admiral Bingley then returned to Admiralty House, changed into civilian clothes and he and Lady Bingley left the dockyard by car, being given a cheering send-off by the staff officers.

Admiral Woods also assumes the appointment of N.A.T.O. Commander-in-Chief, Channel.

Field-Marshal at Gurkha's commissioning

THE chief guest at the commissioning of H.M.S. Gurkha at Southampton on February 13 was Field-Marshal Viscount Slim, a former Colonel of the 7th Gurkha Rifles. Other guests included Lady Carrington, wife of Lord Carrington, the First Lord of the Admiralty, and Rear-Admiral J. O. C. Hayes.

Before speaking to the ship's company, Viscount Slim presented a number of Gurkha trophies to Cdr. J. D'O. C. Lewis, R.N., the ship's commanding officer.

The commissioning service was conducted by the Rev. R. W. Richardson, R.N., the Chaplain of Portsmouth Dockyard. The parade of the ship's company was led by the Royal Marines Band of Portsmouth Command and the pipers of the 6th Queen Elizabeth Own Gurkha Rifles.

NEWEST SHIP IN THE WORLD

In his address to the ship's company the Field-Marshal told them, "You have the newest ship in the world and you are going to make it the best. You will carry with you the name of the Gurkhas and the Gurkha Brigade is proud indeed that you should."

"Wherever you go in peace bringing security and comfort to good men, or in the grimmer days of war, we know you will add honour to our name."

The new frigate will undergo the usual "work-up" at Portland and is expected to join the 9th Frigate Squadron in the Middle East at the end of the summer.

BRITAIN'S OUTSTANDING CIGARETTE



4 Lockhart Street

Navy News

Editor

Lieut. (S) H. R. Berridge, R.N. (Retd.),
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EDITORIAL

DESCRIBED as a "major reorganisation of defence," the Minister of Defence, Mr. Thorneycroft, recently introduced the Government's proposals for the formation of a unified Ministry of Defence, housed in one building, in which the Chiefs of Staff of the various Service Ministries would remain the professional heads of their Services and sources of advice to the Minister of Defence and the Government.

The reorganisation envisages a certain amount of integration. Senior officers, although belonging to their own Service, and wearing their own uniform, would increasingly be doing jobs connected with all three Services.

Modern warfare demands mobility, flexibility and firepower, requiring the closest co-operation between all three Services, but fighting efficiency depends on the pride a man takes in his ship, etc., and it was not intended that the proposed reorganisation should mean a merger of the Forces.

In theory the proposed reorganisation has much to commend it. No longer would it mean a division of a cake, with each Service demanding its share. Rather would it be a case of each Service asking for the costs of such and such items, after offering their advice to the Minister of Defence who, with the approval of the Government, had laid down the principles to be followed.

The reorganisation may not appear to be so different from the old, but with the astronomical cost of defence, the best way of containing costs was by interdependence and by seeking to share costs. This is only possible if somebody, other than the separate Service Ministries, has laid down a broad outline to which the Ministries must work.

Mr. Thorneycroft was necessarily somewhat vague about the details of the reorganisation, but he has the support of the Navy when he talks about "examining the role of the Navy in the 1970's and 1980's."

One other point made by the Minister was that the Nassau agreement did not jeopardise the Navy's chance of getting conventional ships. He said that the defence problem had to be considered as a whole, and other naval decisions had to be judged on their merits and not according to whether the Navy or the R.A.F. carried the deterrent.

(Continued in column 2)

Polaris submarines to cost about £300,000,000 FIRST EXPECTED IN 1968

AS announced by the Prime Minister in the House of Commons and reported in the February issue of "Navy News" four or five Polaris-carrying submarines are to be built for the Royal Navy.

At the recent press conference on the Defence Estimates the First Lord of the Admiralty intimated that the total cost of five nuclear submarines to carry the Polaris (including the missiles) would be about £300,000,000, but that in the forthcoming year only "a few millions" would be required for that purpose. The main cost would be in the mid-sixties.

A Polaris submarine requires two crews, each of about 100 and, obviously, a number of skilled technicians are needed in addition for maintenance and repairs, both for the submarines and the missiles, and these requirements would mean an increase in the manpower of the Navy.

Asked if consideration had been given to providing British surface ships with Polaris missiles in view of American statements recently made that the United States Navy was giving earnest consideration on this point, the First Lord intimated that there was no possibility of Britain doing this.

The first British Polaris submarine would, it was stated, be ready in 1968, the remaining four coming along in

quick succession. In the meantime it was unlikely that the Royal Navy would "borrow" any United States Polaris boats.

The First Lord stated that he hoped that the British submariners required for these complicated vessels would receive special training in America. He also said that there would be no problem regarding the training of the Polaris missile technicians.

The First Lord stated that the Polaris submarines would have a British bow and stern, as now being built for Valiant (Britain's second nuclear submarine), but the centre section, with the missile control, would be of United States design.

During the press conference the First Lord stated that the third nuclear submarine now being built by Britain would be a hunter-killer like the Dreadnought (now on trials) and Valiant.

NAVY DIVERS SET UP A RECORD

ROYAL NAVY divers have set up a British record by reaching a maximum depth of 450 ft. They worked on the sea bed for up to 10 minutes, some of the divers staying down for 20 minutes, and working half that time.

The object of the trials was to see if new equipment for naval divers would enable them to work in safety and comfort at far greater depths than has been possible. The equipment consisted of a lightweight frogman's suit with a light air line and an emergency air supply carried in bottles on the diver's back.

The trials took place off the Canary Islands from the diving trials ship H.M.S. Reclaim.

(Continued from column 1)

There are bound to be departmental difficulties, but taking the view that the country requires the very best, not cheaply but as economically as possible, the initial difficulties will be overcome and the three fighting Services provided with the means to fulfil their functions, still retaining that fundamental need—the will to work for the safety of the country.

Letters to the Editor

NO CEREMONY WHEN NELSON FIRST COMMISSIONED

SIR—With reference to this month's (February) article by our worthy shipmate Neptune, in it he states that in 1925, following the combined exercises of the Mediterranean and Home Fleets, H.M.S. Nelson led the battleships of the Home Fleet.

He is slightly off the beam there, as the Nelson was still in the hands of her builders (Armstrongs) in 1925 and did not commission until August 15, 1927. On Trafalgar Day of that year Vice-Admiral Hubert Brand hoisted his flag in her and, as usual, the title of Commander-in-Chief, Home Fleet, in succession to Admiral Sir Henry Oliver, Commander-in-Chief, Atlantic Fleet.

Therefore, in 1925, the Home Fleet did not exist. Another two years had to pass before H.M.S. Nelson became the first flagship of the Home Fleet.

On the spring exercises the following year (1928) Nelson led the Home Fleet battleships, as she did for many years after.

SLUM TO A PALACE

I remember all this so well, as I was among those who commissioned Nelson at Spithead in 1927, being one of a draft of boys who joined her from H.M.S. Emperor of India, and to us it was like going from a slum to a palace—Emperor of India, built about 1912 to Nelson, brand-new and right up-to-date. No more did we have to coal ship, or live in cramped conditions. So you will see I have every reason for remembering when H.M.S. Nelson commissioned.

Incidentally, there was no ceremony when she commissioned. No friends and relations to see us commission what was the world's most powerful battleship. Nelson lay at anchor at Spithead and her commissioning crew were ferried out to her by dockyard tugs, and as soon as we got settled in

and sorted out, we got down to work, and did not enter harbour until quite some time afterwards.

Anyway, this is getting away from the point. My main intention is to draw Neptune's attention to the fact that he has got his dates wrong. No doubt there will be other "ex-Nellies" who will notice it too.

I find Neptune's articles extremely interesting, as they bring back many happy memories, more so when he mentions ships that either my late father, F. W. Hadenham, or myself, have had the pleasure of serving in. In fact, H.M.S. Seagull, which he mentioned some time ago was one of the many ships that my father served in.

Thanking you, sir, for an extremely interesting paper.—Yours etc., D. W. HADENHAM, Barnes, London.

(By Editor:—Neptune regrets the error. Reference to the record books reveal that the ship in question was H.M.S. Revenge.)

Can readers help?

SIR—It would be appreciated if any of your readers could give details, with dates, of the fate of H.M.S. Europa (1897), a protected cruiser of 11,000 tons.

The reason for making this request is that although according to one source she was sold to C. F. Hetto, in Malta, in 1920 to be broken up, another source (at Malta) states that the ship was not actually broken up at Malta.—Yours, etc., J. B. (Name and address supplied to Editor).

DRAFTING FORECAST—YOUR NEXT SHIP

Notes (i) The term U.K. Base Port means the port at which a ship may normally be expected to give leave and refit. Portsmouth (C) indicates ships administered by Portsmouth but which will normally refit and/or give leave at Chatham.

(ii) As ratings are normally detailed for overseas service about four months ahead of commissioning date, and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.

(iii) It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.

(iv) Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are to be indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S), other than one P.O. Cook (S) all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; D—Cooks (S) only; (E)—Leading Cook (S) and Stewards only; (F)—Cooks (S) and Stewards only.

SUBMARINE COMMAND

H.M.S. Aurora, April, at Portsmouth, for First Submarine Squadron at Portsmouth.

GENERAL

H.M.S. Ursa, March 7, at Devonport, for General Service Commission West Indies/Home, 8th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Grafton, March 8, at Portsmouth, L.R.P. complement.

H.M.S. Hampshire, March 12 (tentative date), at Clyde for Home Sea Service, General Service Commission September, Home/East of Suez, U.K. Base Port, Portsmouth (A) (Maltese) for Home Sea Service only.

No. 829 Hampshire Flight, March 12, R.N. Air Station, Culdrove, Home Sea Service, General Service Commission, September, for H.M.S. Hampshire, Wessex.

H.M.S. Jaguar, March 14, at Chatham, for General Service Commission, Home/South Atlantic and South America, 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Lowestoft, March 21, at Chatham, for General Service Commission, Med./Home, 23rd E.S. U.K. Base Port, Portsmouth (A).

H.M.S. Tiger, March 22, at Devonport for Home Sea Service, General Service Commission, February, 1964, Home/East of Suez, U.K. Base Port, Devonport (C)—Maltese for Home Sea Service only.

H.M.S. Lynx, March 22, at Chatham, for trials, Commissions May 30 for General Service Commission Home/South Atlantic and South America, 7th Frigate Squadron, U.K. Base Port, Portsmouth.

H.M.S. Leander, March 26, at Belfast, for Home Sea Service, General Service Commission, May (tentative date), Home/Med, 21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Decoy, April 9, at Devonport, for General Service Commission Home/Med, 21st E.S. U.K. Base Port, Devonport (A).

H.M.S. Berwick, April 9, at Portsmouth, for General Service Commission Home/Med, Home/Far East, 21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Anzio and No. 1 Assault Sq., April 19, at Gibraltar, for Foreign Service (Middle East) Amphibious Warfare Squadron (B).

H.M.S. Russell, April 29, at Rosyth, L.R.P. complement.

H.M.S. Scorpion, April, at Devonport, Reduce to C. & M. party

No. 847 Squadron, May 7, at R.N. Air Station, Culdrove, for Home Sea Service, Commando Squadron, Whirlwind.

H.M.S. Puma, May, Portsmouth, L.R.P. complement.

H.M.S. Centaur, May, at Portsmouth, L.R.P. complement.

H.M.S. Redoubt, May 31, at Bahrain for Foreign Service (Middle East) Amphibious Warfare Squadron (F).

H.M.S. Messina and No. 5 Assault Sq., June 7, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (B).

H.M.S. Dalrymple, June 18, at Devonport, for Home Sea Service, U.K. Base Port, Devonport.

Home Sea Service, General Service Commission October, 1963 (may be delayed) Home/East of Suez, U.K. Base Port, Portsmouth.

H.M.S. Berry Head, June, at Chatham, for trials.

No. 7001 Squadron, June (tentative date), at R.N. Air Station, Culdrove, L.F.T.U. Wasp.

H.M.S. Keppel, June, Transfer to Fishery Protection Squadron, U.K. Base Port, Rosyth, Home Sea Service.

H.M.S. Victorious, July 2, General Service Commission, East of Suez, Home, U.K. Base Port, Portsmouth.

H.M.S. Moon, July 26, at Bahrain for Foreign Service (Middle East) Amphibious Warfare Squadron (B).

H.M.S. Cavalier, end July, at Chatham, C. & M. party.

H.M.S. Blackpool, August, at Chatham, L.R.P. complement.

No. 829 Kent Flight, mid-August, at R.N. Air Station, Culdrove, for Home Sea Service, General Service Commission, October, 1963, for H.M.S. Kent, Wessex.

H.M.S. Relentless, September 5, at Rosyth for trials, Commission March, 1964, for Foreign Service (Far East) from date of sailing, 3rd Frigate Squadron, Transfers to 26th E.S., December, 1964 (A).

H.M.S. Vidal, September 5, at Chatham, for General Service Commission, West Indies, U.K. Base Port, Portsmouth.

H.M.S. Loch Alvie, early September, at Singapore, for Foreign Service (Far East), Third Frigate Squadron (A).

H.M.S. Appleton, H.M.S. Flockton, H.M.S. Chilcompton, September, at Aden, for Foreign Service (Middle East), 9th M.S. Squadron (E).

H.M.S. Ulster, September, at Devonport C. & M. party.

H.M.S. Dido, September 17 (tentative date), at Glasgow, for Home Sea Service, General Service Commission, November, East of Suez/Home (14 months) 22nd E.S. U.K. Base Port, Portsmouth.

H.M.S. Parapet, October 18, at Bahrain, for Foreign Service (Middle East), Amphibious Warfare Squadron (F).

H.M.S. Caprice, October, at Gibraltar, for Local Foreign Service, L.R.P. complement.

H.M.S. Cassandra, October, at Portsmouth, for General Service Commission, Home/Med, 21st E.S. U.K. Base Port, Portsmouth.

H.M.S. Penelope, October (may be delayed), at Newcastle, for Home Sea Service, 20th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Barnsea, October, at Singapore, for Foreign Service (Far East), 24th E.S. (A).

H.M.S. Kemerton, October, at Aden, for Foreign Service (Middle East), 9th M.S. Squadron (E).

No. 829 H.Q. Squadron, October, at R.N. Air Station, Culdrove, Home Sea Service, Wasp.

H.M.S. Mohawk, November 13 (tentative date), at Barrow, for Home Sea Service, General Service Commission January, 1964 (tentative date), Home/Middle East (18 months) 9th Frigate Squadron, U.K. Base Port, Portsmouth.

No. 829 London Flight, mid-November (tentative date), at R.N. Air Station, Culdrove, for General Service Commission, H.M.S. London, Wessex.

H.M.S. Ajax, November 19 (tentative date), at Birkenhead, for Home Sea Service, Foreign Service (from date of sailing—May, 1964 (tentative date), Far East 24th E.S. (A).

(Continued on page 3, column 1)

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Going back sixty years

SIR.—In your November issue I saw a report of a visit paid by Tactical Communications Operator N. Feek to his uncle in Hobart, Tasmania, and whilst there he was shown a letter written by Lord Nelson at Sheerness to Lieut. Lloyd Pascoe, later Lord Nelson's Signal Lieutenant at Trafalgar.

I, too, have seen this letter. It was shown to me by Cdr. Frederick Claude Coote Pascoe, whose coxswain I was in 1902, then on survey in the Solomon Islands in H.M.S. Dart. Cdr. Pascoe was a grandson of Lieut. Pascoe, the Signal Lieutenant.

Cdr. Pascoe also had his grandfather's sextant—a beautiful instrument. He told me that it had been tested in London and reported on as perfect. The degrees, etc., were engraved in gold and Cdr. Pascoe used it frequently in taking sun and star sights in connection with the survey.

H.M.S. Dart was a vessel of 470 tons, foretopmast schooner rig with an auxiliary engine. We did her last three years on the Australian Station, finally paying her off in April, 1904. I hold happy memories of the ship, which first went to Australia in 1881. She was on survey duties the whole time. The Dart was a grand seaboat, fast under sail, with an engine capable of

doing 4½ knots—sufficient for survey work in those far-off days.—Yours, etc., W. G. HOLBROW, ex-C.P.O., Bedford.

MEMORIES REVIVED

THE presence together in Singapore Naval Base recently of H.M.S. Hermes (Capt. W. D. O'Brien, D.S.C., R.N.) and H.M.A.S. Vampire (Capt. G. J. Willis, R.A.N.) revived old memories.

In April, 1942, the former Hermes and the former Vampire were operating together off Batticaloa (Ceylon). Aircraft were sighted from Hermes on the starboard quarter diving out of the sun from about 10,000 feet. Hermes opened up with every gun, but the Japanese dive-bomber attack was pressed home relentlessly and she soon sank.

The dive-bombers then turned on Vampire. Fighting back, she shot down at least one aircraft before she broke in half and sank. The Commanding Officer and eight ratings were lost or died of wounds as a result of the action.

H.M.A.S. Vampire, a Daring Class destroyer built in Australia, left Singapore to take part in the Commonwealth Exercise "Jet" in the Indian Ocean. In a short ceremony, she dropped a wreath at the spot where the former Vampire and Hermes were sunk.

CALLING ALL CRANES

SIR.—I would be very grateful if you would allow me space in the "Navy News" to try to contact any of the readers who served in H.M.S. Crane, 1957-1959, under the command of Capt. R. K. N. Emden, D.S.C.

If enough are interested it is hoped to hold a reunion later in the year at Portsmouth.

Crane was a happy ship—no man who served in her during our stay in the Far East will deny that.

If those interested, and the Wardroom is included, of course, will get in touch with me, arrangements can be made.—Yours, etc., T. F. ("NOBBY") HALL, Quartermaster, 12 Chiltern Crescent, Earley, Reading, Berks.

H.M.S. BLAKE

SIR.—As a taxpayer I think it is disgusting that a £13,000,000 ship like H.M.S. Blake should be allowed to rot in the Reserve Fleet after only two years' service.

Will the Devonshire be next?—Yours, etc., R. WRIGHT, Thetford.

[By Editor.—It is understood that Blake will be "out of commission" for only a short period, due, entirely, to a temporary shortage of highly trained technical ratings.]

DRAFTING FORECAST

(Continued from page 2, column 5)

H.M.S. Loch Fada, November, at Singapore, for Foreign Service (Far East), 3rd Frigate Squadron (A).

H.M.S. Defender, November, at Chatham, for trials.

H.M.S. Eastbourne, December 3, at Rosyth, for trials, Commissions for Home Sea Service, February 18, 1964, 17th Frigate Squadron, U.K. Base Port, Devonport.

H.M.S. Zulu, December (may be delayed), at Glasgow for Home Sea Service, Commissions for General Service Commission, February, 1964 (may be delayed), Middle East/ Home (18 months), 9th Frigate Squadron, U.K. Base Port, Rosyth.

illness, supposes everyone hopes that he will soon be out and about again continuing the good work he has always done for the association.

At the annual general meeting the present officers were elected en bloc. Despite really terrible weather conditions the shipmates of the branch have been turning up to functions and meetings and their efforts to beat the weather have given great heart to the officials.

Branch funds at Durham are somewhat depleted and the president, Shipmate Rear-Admiral R. M. J. Hutton, C.B., C.B.E., has once again come to the rescue. In June, at Sherburn Hospital, where he is Master, he is organising a garden fete, and Durham Branch will have a share in the proceeds.

Naturally Durham will be turning out in full force to assist and the shipmates hope that more branches will lend a hand too.

Hillingdon Rose, Sevenoaks.

NEW BRANCH FOR NO. 14 AREA

THE Banbridge and District 1 of the Royal Naval Assoc. No. 14 Area, was inaugurated, commissioned on December 8, at the British Legion Hall, Banbridge, Co. Down, Northern Ireland.

The chair was taken by the N. Council delegate, Shipmate W. C. Maxwell, M.B.E., D.S.C., who welcomed all members, visitors, including Capt. The E. Roden, No. 14 Area president Shipmate Bartlett, the area chairman and chairmen of the new branch were extended by the president and chairman and guests from Association Headquarters read.



SHIPS OF THE ROYAL NAVY

H.M.S. Plymouth

No. 88



Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rank:

To Acting Chief Engine Room Artificer: MX 81580 J. Lombard, MX 88017 R. B. Sorra, MX 91607 J. W. Simpson, MX 90254 J. B. Engham, MX 90210 P. C. Nickson, MX 90226 W. M. Croft, MX 83744 R. J. Lawrence, MX 90132 D. N. Raven, MX 76609 S. R. White, MX 845932 D. A. Harnham, MX 90214 H. H. Morrison, MX 90217 J. Green-Adair.

To Chief Shipwright: MX 89729 R. W. J. Beresford, MX 92014 T. O'Leary, MX 72873 R. A. Lane, MX 904204 B. I. Reed.

To Acting Chief Mechanician: MX 85249 J. Bond.

To Acting Chief Ordnance Artificer: MX 88700 R. Stephenson, MX 92017 G. J. Thomas, MX 87842 A. Keen.

To Chief Painter: MX 70000 R. S. C. Back.

To Chief Engineering Mechanic: MX 70916 J. H. Nye, MX 84180 P. Luckins, MX 92027 N. D. Corcoran, MX 88125 L. Ellis, MX 87091 R. Lister, MX 87808 B. Stanley-Symes.

To Acting Chief Electrical Artificer: MX 89724 T. B. Cook, MX 89259 D. J. Plowman, MX 88400 R. Hour, MX 76022 D. Brindle.

To Acting Chief Radio Electrical Artificer: MX 82727 L. H. J. Howell.

To Chief Radio Electrician: MX 86200 R. Hambro, MX 84116 F. Ward, MX 84926 A. J. Cowdy, MX 90209 J. E. Roffe, MX 90585 J. Bode.

To Chief Radio Supervisor: MX 86082 A. White, MX 21535 J. R. R. Matson.

To Chief Communication Yeoman: MX 78106 M. Jones, MX 84101 E. A. Macleod, MX 50122 D. J. Archer, MX 71221 J. Lyle.

To Sick Berth Chief Petty Officer: MX 87494 R. C. Bruce.

To Chief Petty Officer: MX 16160 A. N. Adamson, MX 16161 P. J. Brad, MX 86914 P. W. Richardson, MX 74177 E. Kitchin, MX 84643 B. B. Balguy, MX 85681 R. G. H. Harris, MX 17150 F. C. Baker, MX 79187 J. I. Roberts, MX 78041 D. M. J. Crews.

To Stores Chief Petty Officer (V): MX 84978 H. G. Jones.

To Master At Arms: MX 72624 E. G. Henson, MX 84166 W. E. Wilson.

To Chief Writer: MX 84069 A. S. Eys.

To Chief Cook (S): MX 85402 L. A. Lee, MX 84100 B. A. Griggs, MX 87044 R. D. Froth.

To Acting Chief Aircraft Artificer (AE): L/FN 51200 E. A. Rosthede, L/FN 68794 D. A. Haines.

To Chief Air Fitter (AF): L/FN 81740 A. H. P. Barnes, L/FN 81764 J. A. Prichard, L/FN 72494 K. A. Price.

To Chief Airman (AM): L/FN 80229 W. H. Shewen, L/FN 87029 R. Hagen.

To Acting Chief Radio Electrical Artificer (AR): L/FN 84978 E. Bern.

To Chief Radio Electrician (AR): L/FN 84978 E. Bern.

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GENERAL SHOCKS WRENS

WHEN Major-General R. D. Houghton, Royal Marines, inspected the Royal Marines Pay and Records Office at R.M. Barracks, Eastney, he shocked 11 R.M. Wrens by calling upon them to pitch a tent and prepare a midday meal.

The Wrens tackled their unusual task "manfully" and by midday a stew, complete with dumplings, prepared over a charcoal fire, and with the tent standing firmly, was ready for the General's inspection.

Each section of the Pay and Records Office was inspected by the General, who was looking for initiative as well as efficiency in the everyday task of the men and women involved.

Vice-Admiral M. Le Fanu, C.B., D.S.C., Third Sea Lord, visited R.N. Air Station, Lissie, on February 18.



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SHIPS OF THE ROYAL NAVY

POSTCARD photographs of the following H.M. Ships may be obtained from the Editor, "Navy News," R.N. Barracks, Portsmouth, price 6d. each, which includes postage.

Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Kilisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdle Ness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Escalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachelot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge and Striker.



Cdr. D. E. P. George, R.N., Commanding Officer, with Lord Brookeborough (Prime Minister of Northern Ireland) and Lady Brookeborough, at the gangway of H.M.S. Londonderry. (Photo: "Londonderry Sentinel")

Four hundred colleens at Londonderry's dance

FRESH from her Portland work-up and Christmas leave, H.M.S. Londonderry (Cdr. D. E. P. George, R.N.) berthed alongside the Guildhall, in Londonderry, on January 10, 1963. This was the second visit that the ship had paid to her home city since being built in 1960. On the way up the Foyle the frigate had stopped to fuel at Lisahally and at the same time embarked the Pipes and Drums of the Royal Inniskilling Fusiliers. The morning was bitter and no one envied the pipers on the fo'c'sle in their saffron kilts.

The highlight of the ship's visit was the ship's company dance in the Guildhall on the day of arrival. The ancient building had been extensively decorated for the occasion and about 400 girls were present. Most of the sailors considered this to have been the best ship's company dance that they had ever attended. The duty part of the watch, who had remained on board, were not to be disappointed. They were all offered free tickets to a dance on the following evening.

Lord Brookeborough, the Prime Minister of Northern Ireland, and Lady Brookeborough visited the ship for a luncheon party. It was Lady Brookeborough's second visit to the ship, which she launched in 1960.

KINDLY LEPRECHAUN

On Friday the ship gave a party for 30 orphans. They may have been shy when they came on board, but after playing all kinds of games on the messdecks, including an elaborate

Aunt Sally rigged by the MIEs and the Marines' Pirates Cave, they were all ready for tea and films. When the time came for them to go, the children had other ideas but they were led to the after high-point, where they ran, in a brightly coloured aeroplane, down a jacksay to the jetty. This was not the end of the party, however; at the bottom of the jacksay they found themselves in a leprechaun's cave, where a very kindly looking leprechaun gave each of the children a present. The leprechaun was in fact the ship's Gunnery Officer, the only true 'Derryman' aboard.

Life was not all fun and games in Ireland, however. A party of nine from the ship's company managed to get within 100 feet of the top of the highest mountain in Donegal before fog forced them down again to the old cottage where they "slept rough" for two days. The temperature did

(Continued in column 3)

Petty Officer's courage recognised

THE courage, efficiency and disregard of his own safety of Petty Officer Engineering Mechanic John Taylor, of the frigate H.M.S. Ashanti, are recalled by the announcement in the "London Gazette" on February 1 that he has been awarded the British Empire Medal for gallantry.

A blade failure occurred in the £5,000,000 frigate's main propulsion gas turbine whilst running at full power on October 2 and the resulting damage included fractures of lubricating oil and diesel fuel pipes. Lubricating oil sprayed on to the combustion chambers and caught fire. A large amount of oil and diesel fuel accumulated in the bilge and was in imminent danger of igniting.

His citation stated: "Petty Officer Engineering Mechanic Taylor,

although not on watch, was an early arrival at the scene of the fire. He took rapid and efficient charge of the fire-fighting operations.

FOUGHT FIRE FROM BILGE

"Without regard for his personal safety he attacked the fire himself from the most effective although the most dangerous position, namely the bilge beneath the gas turbine.

"In this position he ran the risk of serious burning had the oil and fuel in the bilge ignited. It was largely due to his action that the fire was contained and extinguished with a minimum of damage."

Sunbathing in the Antarctic

THE weather in the British Isles since Christmas would appear to be worse than that encountered by the ice patrol ship, H.M.S. Protector, in the Antarctic. At least it would seem so, for they would, indeed, have been hardy folk who went sun-bathing in the United Kingdom during January, but, believe it or not, it was so warm in sheltered spots on sunny days at the British Antarctic Survey Base at Adelaide Island, that modified sun-bathing took place on the rocks.

Apart from strenuous exercises there is not a great deal to do when on shore leave in the Falklands, but it is always pleasant to stretch one's legs on shore and, if one has taken part in a long hike or a football match, hot dogs, egg sandwiches and coffee are very welcome. To meet this need "Joe's Cafe" was opened in the Church Hall, Stanley, by C.P.O. "Joe" Eccles, and P.O.R.E.I. "Pete" Scarff.

TWO COMMENDED

After seeing the New Year in, with a ball at Government House and a dance at the town hall, the ship left Stanley for West Coast Graham Land. At a muster of the ship's company the captain commended Marine Graham Chatfield for courage in obtaining help despite injuries after a climbing accident at Powell Island and P.O. Steward Malcolm Pitts for quick action in jumping overboard on Christmas Day to help a rating who had fallen from a ladder when manning a boat from the boom in choppy weather.

The ship crossed Drake Passage and then encountered glorious sunny weather. The whale factory ship, Southern Harvester, and an Argentine Antarctic supply ship were met and lots of whales were seen spouting. Smith Island with its towering 8,000 foot snow-covered peaks was an impressive sight, particularly in the beautiful sunset. The Antarctic Circle was crossed on January 4, earlier in the season than ever before. The first sea ice was met in patches, loose pack and brash. The ship later anchored off Adelaide Island surrounded by many icebergs. The pure white ice Piedmont, backed by a range of finely shaped majestic-looking mountains, including Mount Gaudry and Mount Liotard, all against an intense blue sky, made a fabulous scene.

NIGHT SKIING

The British Antarctic Survey Base consists of five or six huts, two orange Otter aircraft on skis and approximately 25 men. Advantage was taken of a gentle slope of ice on Piedmont to ski. As best skiing was by night, midnight skiing was arranged, in full glare of the sun on cloudless nights,

H.M.S. LION SAILING FOR FAR EAST

H.M.S. Lion (Capt. I. L. M. McGeoch, D.S.O., D.S.C., R.N.) has just completed her "work-up" at Malta prior to sailing for the Far East Station.

Lion left Devonport on November 30 for shakedown and passage to the Mediterranean. After a few days stay at Gibraltar, she arrived at Malta on December 15 and immediately commenced a concentrated work-up programme. In the next six weeks, apart from a short break for Christmas, she carried out evolutions continuously by day and night, stopping only for an occasional day's self-maintenance and a brief visit to Taranto.

At the end of January she was inspected by Flag Officer Flotillas, Mediterranean (Rear-Admiral J. H. Walsyn, O.B.E.), who reported that she was "fully capable of taking her place in the Fleet." Throughout Lion's work-up the Mediterranean weather had been kind and less than 5 per cent. of planned practices had to be cancelled on its account.

Prospects are now bright for a good commission in the Far East.

SUBMARINERS SKI AT GLENCOE

DURING her work-up in the Clyde, H.M.S. Narwhal (Lieut.-Cdr. P. Cobb, R.N.), spent a fortnight at the torpedo range at Arrochar in easy reach of the ski-slopes at Glencoe.

A party of nine submariners set out for the slopes early one Sunday morning, armed with Nuffield Trust skis, borrowed from H.M.S. Maidstone, and a large supply of sandwiches, beer, and warm clothing. Transport was supplied by a local garage, a very old van which seated the party in great discomfort, and skidded on every corner.

Ski-ing in Scotland is never easy. Luckily most of the party had never skied before and were therefore undismayed by large sheets of ice, patches of earth, and rocks. The submarine sailor is known to be versatile, and the Narwhal's ski team proved to be no exception. By the end of the day they were no longer beginners, and could stand up and fall down, almost to order.

The Glencoe ski-tow provided an exciting challenge. Of the nine starters only four got to the top, knocking off several residents on the way.

WATER SKIS NEXT

The day's ski-ing proved very popular. The following Sunday another adventurous team once again tackled the icy slopes at Glencoe with equal success. It is hoped that when Narwhal goes to the Canaries in April, water ski-ing will prove to be equally popular.

Admiral visits Dolphin

THE Second Sea Lord, Admiral Sir Royston Wright, K.C.B., D.S.C. and Bar, visited H.M.S. Dolphin on February 22. His main reason for the visit was to make a first-hand appraisal of the proposed extensions and developments of the training facilities. Admiral Wright was particularly interested in the Junior Ratings' canteen and in the extensive modernisation effected over the past few years in the accommodation for all ranks and ratings.

How can I save?

Of course, I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Savings Scheme and Life Assurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my nine years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Citty Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172* a year when I retire from civilian work at 65.

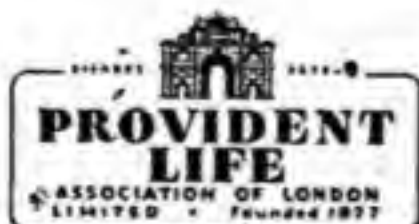
*For members of the W.R.N.S. the Pension is £149 a year.

Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with an extra pension to look forward to when I retire and the wife provided for if anything happened to me—well, it's the kind of security we all want.

How do you set about all this?

That's easy. Ask the Provident Life for details of the Progressive Savings Scheme.



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IDEAL FOR REUNIONS

Versatile, hard-hitting Escort Squadrons

WITH the object of creating a squadron of ships with such a combination of armament and equipment that it will be able to perform a variety of tasks, "Escort squadrons" are being formed, and two, the 22nd and the 23rd, commenced a General Service Commission on February 21.

Until now Royal Naval squadrons have been organised largely by type (destroyer squadrons, frigate squadrons) rather than by task. In recent years, however, it has become obvious that the Royal Navy must have available anywhere in the world a variety of ships to meet a variety of emergencies. By combining in these "mixed" squadrons anti-submarine frigates, conventional destroyers and aircraft direction pickets, the Navy is ensuring that it has thoroughly versatile and hard-hitting escort units, able to deal with any situation that might arise.

FIVE TO BE FORMED

The 22nd Escort Squadron, consisting of H.M. Ships Plymouth (anti-submarine frigate-leader), Diana and Cambrian (destroyers), Salisbury (aircraft direction frigate) and, early next year, H.M.S. Dido (general-purpose frigate) will serve on the Home Station and East of Suez.

The 23rd Escort Squadron, consisting of H.M. Ships Rhyl (anti-

submarine frigate-leader), Diamond and Caprice (destroyers), Agincourt and Aisne (radar picket destroyer) and Lowestoft (anti-submarine frigate) will serve on the Home and Mediterranean Stations.

Initially five Escort Squadrons (each consisting generally of two Type 12 frigates, two or three destroyers and an aircraft direction picket) will be formed. The new squadrons will be numbered from 21 upwards.

INSURANCE OF PRIVATE EFFECTS DURING TRANSIT

WHEN private effects are lost or damaged in transit, even if they are being conveyed at public expense, the Admiralty will not consider any claim for compensation unless it can be shown that insurance cover could not be obtained and the loss or damage was due to the negligence of the Admiralty or its servants.

In order to enable officers and ratings to protect themselves against loss, arrangements have been made for them to be able to effect insurance to cover private effects during transit whether the baggage is accom-

(Continued in column 3)

GIEVES AND BAKER'S MERGE

THE well-known men's outfitting firm of J. Baker & Co. Ltd., who only recently announced in the Press the opening of their new civilian branches at Southsea, Waterlooville and at Salisbury, are once again in the news as a result of having closed down their naval branches at Portsea, Devonport and Portland on February 23 last, the intention being to concentrate upon the further expansion of their civilian business.

Although this decision to close down the naval side of their business will inevitably be received with regret in naval circles, any misgivings that may be felt will no doubt be tempered by the knowledge that Baker's naval business has been merged with Gieves. It is, of course, not generally known that Baker's has for many years past been a subsidiary of Gieves and that the first naval branch of Baker's was opened under the control of Gieves by Mr. E. D. Alderman (a name familiar to many serving and retired officers), the management subsequently passing to Mr. P. A. Titheridge, who is probably equally well known as Cdr. P. A. Titheridge, O.B.E., V.R.D., R.N.R., and who has transferred to Gieves at No. 22, The Hard, Portsmouth, as assistant manager, together with some of his staff. Similarly, the manager of Baker's Devonport Branch, Mr. V. R. Wren, has transferred to Gieves at 66 Mutley Plain, Plymouth.

"HONEST SIR JOHN"

Baker's have a long tradition of service, not only in the West Country but in Portsmouth and Southampton and, indeed, throughout Hampshire as well, for the business was founded in the last century by Sir John Baker, M.P., one-time Mayor of the City of Portsmouth (more affectionately known as "Honest Sir John"), whose son, the Rt. Hon. H. T. Baker, P.C., was a Fellow of Winchester College.

Baker's association with the Royal Navy in Portsmouth and Devonport was strengthened by the acquisition in 1936 of Mr. Friedberg's business in

Queen Street, Portsea, and from that date they became fully established as the outfitters to the warrant rank, and when in 1949 the warrant rank finally disappeared, their main interest centred around officers promoted to the Special Duty List.

FOURTH GENERATION

I spoke to Mr. Rodney Gieve, who with his brother, David Gieve, now controls Gieves (incidentally, they are the fourth generation to preside over the family business), and he told me that the merging of these two businesses was in part due to the planned reduction in the officer strength of the Royal Navy, but perhaps primarily because of the need constantly to maintain and improve upon the standard of service to customers. The Royal Navy quite rightly insisted upon a high standard of efficiency, but service costs money and this merger was the logical way of improving this service.

Mr. Gieve went on to speak of the steps which Gieves were taking to make the merger a success and emphasised the advantages which Baker's customers would gain from the location of Gieves's twenty branches, including Malta, Gibraltar and Londonderry, and there would, too, he said, be some widening of the firm's price range of all their merchandise and especially of uniform.

Mr. Gieve concluded by repeating that the merger would not affect Baker's civilian and shipping branches, which would continue to operate as previously.



The Chapel of St. Nicholas, H.M.S. St. Vincent. (Photo.—J. C. Lawrence & Sons, Gosport)

A PLACE OF PEACE AND QUIET

H.M.S. St. Vincent became a Junior Training Establishment in 1927 when a large number of boys arrived from H.M.S. Ganges. With them came the problem of finding a suitable building for use as a Chapel. It was eventually decided that the most suitable place was what had previously been used as a band practice room when the Royal Marines were stationed here. So on Whit-Sunday, June 5, 1927, the first service was held in the Chapel of St. Nicholas.

To reach the Chapel one passes rows of sillage bins and goes up concrete steps to a room situated uninspiringly above an ablution block. There is the red brick building that is the Chapel. In spite of the surroundings, the moment one enters the Chapel—an "Upper Room"—there is an atmosphere of peace. The interior of the Chapel is bright, with plain walls, bare of any decoration apart from a stained-glass window of St. Nicholas and one picture of "The Virgin and Child."

The sanctuary has been added to from time to time and its furnishing improved. The floor of the sanctuary is covered by a plain grey carpet. The altar is large and has an all-over frontal of red and gold material which does not change with the seasons of the Church's year. On the altar are an ebony cross with a silver figure of the crucified Christ, and two

plain silver candlesticks. The hangings behind the altar can be changed to mark the changing seasons in the Church calendar.

SEATING IN TIERS

The seating is in a tiered arrangement, a hangover from the days when used for band practice. This means that the whole congregation is able to see everything that is happening at the altar. It also means that the chaplain can keep his eye on the boys to whom he is talking. On the top tier stands the plain oak font, often used for the baptism of juniors before their Confirmation, also occasionally used for the baptism of the babies of officers and members of the ship's company.

The chapel is open at all times and remains one place in the establishment where there is peace and quiet. It is

the first place of worship that many of the young lads who come to St. Vincent have attended. Part of their training here is in religious instruction and church attendance. Both are compulsory and are regarded as an essential part of the development of these young lads.

NOT LARGE ENOUGH

The Chapel is used by all denominations at different times. The seating capacity of St. Nicholas's Chapel is 120 and not nearly enough. On one Sunday recently there were 157 at the 7 o'clock Holy Communion, with 37 members of the congregation sitting on the steps between the tiered seats.

Apart from Sunday services, the Chapel is used every day for classes in religious instruction and twice a week for Confirmation classes. There are six Confirmations a year, the service being held in either the Chapel or the theatre, depending upon the numbers involved. Sometimes over a hundred candidates are confirmed at one time, and their parents are invited to attend.

(Continued from column 2)

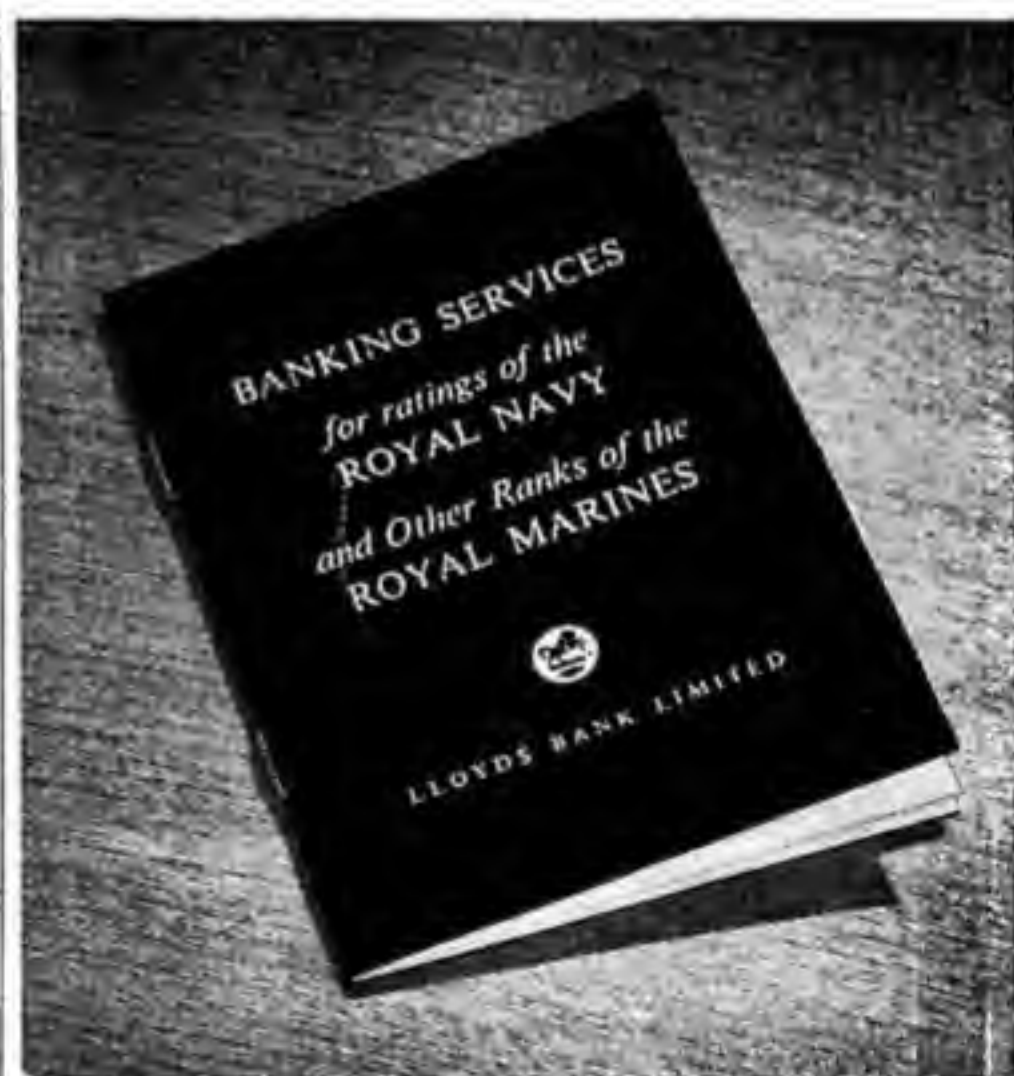
panied or not. The arrangements are purely optional.

Any officer or man wishing to insure private effects should apply to the nearest authority holding the necessary blank insurance certificates. The ship's Supply Officer will be in a position to inform intending insurers of the nearest authority.

The premium is 7s. 6d. for every £50, and the insurance covers the effects until they are delivered to the destination address.

The insurance covers only one of each of such articles as sextant, camera, watch, fountain pen, etc., and the amount payable in respect of such articles will not exceed the specified amount, e.g., sextant, £40; camera, £30; watch, £20; fountain pen, £3.

Officers and men are advised to keep a complete list of the items consigned to transit. There are, of course, the usual various conditions, but these are carefully explained on the insurance certificate.



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Ask for a copy of this booklet—it has been written especially for you and it contains a form of application to open an account. Copies are available at our branches in the vicinity of Naval and Royal Marine Establishments or you may obtain a copy by writing to:

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POST OFFICE COURT, 20 LOMBARD STREET, LONDON, E.C.3.



LLOYDS BANK LIMITED



ANNOUNCEMENT

... wish to announce the transfer of their naval business to the Parent Company Gieves Ltd, so as to afford their customers a more comprehensive service from the many Gieves branches at home and overseas.

In merging the two businesses in this way, care and consideration has been given to maintaining the price structure to which our customers have previously been accustomed and to ensure that they benefit from the additional facilities offered by Gieves Ltd.

Tarpon's wash causes damage at Yarmouth

A TOUGH, ROUGH PASSAGE TO GIBRALTAR

[Neptune, who joined the Royal Navy as a young seaman in 1904, continues the story of his career. On May 1, 1925, he took command of H.M.S. Tarpon, a destroyer of the Vernon Flotilla, and in his last article he wrote of paravane and depth-charge trials carried out by the ship.]

A FEW weeks after the depth-charge trials off the Channel Islands, H.M.S. Tarpon was required to carry out a special mine experiment, at the western end of the Solent, just beyond Yarmouth, Isle of Wight. The mine was one of the latest design, but filled with salt, with a cavity in which a recorder was inserted. It had to be laid in 28 fathoms at the top of high water and recovered exactly an hour later.

The day started with several frustrations. At the time Tarpon should have left harbour, a battleship was being berthed at South Railway Jetty, and traffic into and out of the harbour stopped. Tarpon left harbour just one hour late and on arriving in the Stokes Bay area submarines were carrying out special trials and ships had been ordered to proceed at slow speed, which further delayed our progress.

"TIME AND TIDE . . ."

On arrival off Egypt Point (Coves) I realised that I could carry out my instructions only by increasing speed. I thus found myself on the horns of a dilemma. I had to decide whether to return to harbour with my mission uncompleted, with all weather and tidal conditions being favourable, or to "crack on" at 25 knots. Remembering that "Time and tide wait for no man," I decided to meet the challenge. Speed was increased—28 fathoms located—and the mine successfully laid with a few minutes to spare.

Tarpon was then turned to proceed leisurely to come to anchor off Yarmouth. To my utter amazement, after turning and steering for Yarmouth Roads, I saw the stern wave created by the ship roaring down the Solent after the style of the Severa Bore. All would have been well with neap tides, but on this day there was an abnormally high spring tide. The

waves swept across the pier into a boat pound. Within a short time of anchoring two local officials arrived on board informing me of damage to several boats and that a complaint would be sent to the Admiralty.

After having had a harassing forenoon this information filled my cup of frustration to the brim. The mine was recovered and the experiment proved to have been successful, but my spirits had become rather jaded.

THEIR LORDSHIP'S DISPLEASURE

On return to harbour I sent in a written report of the "whys" and "wherefores" of this unfortunate incident. A few weeks later I received a letter from the Commander-in-Chief, Portsmouth, informing me that I had incurred "Their Lordships' displeasure." I had, certainly but unwittingly, "blotted my copy book." Such was the reward for excessive zeal.

Naturally I was very upset. I feared that my career might come to a sudden end and I would probably lose my command, which would have been disastrous. However, unbeknown to me until some time later, the extenuating circumstances had been taken into consideration. With the passing of time, and no further admonishment, I regained my peace of mind and concentrated on the important experiments being carried out.

Vernon Flotilla destroyers, and others in reserve, were detailed as duty destroyers, and coinciding with Tarpon's week-end duty, was an application from the military authorities for a destroyer to carry out a night attack, and attempt to penetrate the Solent defence batteries of guns and searchlights established at Fort Victoria, on the western side of Yarmouth, Isle of Wight. The attack had to be from seaward through the Needles Channel.

Tarpon was detailed for this purpose and anchored off Swanage on a Saturday afternoon. As the timing of the attack was left to my discretion I chose to carry it out shortly after midnight, when watches would probably be in the process of being changed.

During the first watch searchlights were switched on and off intermittently by the defenders. This gave me the opportunity to study the apparent length of beam and altitude of the searchlights. It seemed, that with the ship completely blacked out and steaming at slow speed to avoid noise

SAILORS IN THE MAKING

By NEPTUNE

(with steam ready for full speed), and by hugging the Isle of Wight shore side of the Needles Channel, it would be possible to escape illumination by passing under the beam.

HECTIC MINUTES

This was the plan adopted and it nearly succeeded, but we were detected just as it was thought we had got through. The next few minutes were hectic. On the bridge we were blinded by the rays of the searchlights. Tarpon leapt ahead at full speed. In actual practice we would certainly have been running the gauntlet.

The exercise completed, Tarpon returned to the peaceful haven of Portsmouth Harbour in sufficient time for the ship's company to snatch a few hours' sleep.

The year 1925 was passing very quickly. The paravane experiments were resumed. The design of a new float was proving to be difficult. One was produced which would conform to many variations of speed but it failed in rough weather, so, during a lull, Tarpon proceeded into dockyard for refit.

It gave me an opportunity to review my progress as a commanding officer of a destroyer. On the debit side I had incurred "Their Lordships' displeasure." On the credit side—what was there to show? Nothing much. Satisfaction in knowing that I had helped in bringing about success in various experiments, and that I had gained a vast amount of experience.

I was, perhaps, much more than most officers and ratings, a "sailor in the making." And ahead of me were experiences that would test my stamina and judgement. It is better for all mankind that the future remains an unknown quantity. I was ambitious and enthusiastic, but always aware of my shortcomings. My greatest wish was to become the commanding officer of a Fleet destroyer, but at this time, this line of advancement was closed to officers, ex-Mate. However, a few years later, the watertight door was opened. In the meantime I determined to be qualified in every way, and whilst Tarpon refitted my request to take a gyro compass course was approved, and I obtained a Certificate of Competency at the Admiralty Compass Observatory, at Slough.

TRIP TO GIBRALTAR

On completion of Tarpon's refit, mining experiments were resumed, but they had now reached the position where water deeper than could be found around the British Isles was required. It was therefore decided that further trials and experiments would be carried out in the Mediterranean, using Gibraltar as a base. Consequently, in November, 1925, I was instructed to prepare Tarpon for passage to Gibraltar, where we were to operate for a period of three months or longer. We were to increase to full complement, give Christmas leave and be ready to sail about the middle of January, 1926. In the meantime, many mines and equipment were sent to Gibraltar by sea transport.

This was, indeed, exciting news. I would be able to gain excellent



The hazards of the sea. The life line was an indispensable item during rough weather.

navigational experience and would be assuming the responsibility of an "Independent Command." I would, no doubt, need to be on my toes if I were to be at Gibraltar during the visit of Atlantic Fleet ships when they arrived for the Spring Cruise.

There were to be two series of trials: (1) mines were to be laid as from a surface ship in depths up to 1,000 fathoms with the mines moored at varying depths; and (2) mines to be laid as from a submarine in depths up to 70 fathoms. These, too, were to be moored at varying depths. The mechanism of the two types of mine sinker operated quite differently, which will be described later. I received my "Sailing Orders" on January 19, 1926.

Tarpon sailed for Gibraltar the following morning, proceeding down-Channel against a strong south-west wind. Hitherto when sailing for Gibraltar I had not been responsible for navigation. In H.M.S. Wessex I had been senior watchkeeper and, being in company with a flotilla, one's duty on the bridge was mainly in station-keeping and moving out to a position on an Asdic screen, but now, the responsibility for navigation was all my own.

ROUGH CROSSING

Fortunately the Uxant Light was sighted before turning on a course

across the Bay of Biscay. The weather had worsened; the wind had increased to gale force, the seas were mountainous, with torrential rain. Speed had to be reduced, which made it difficult to maintain steerage way. Nevertheless, we actually passed several ships which appeared to be hove-to.

For three days and nights we were pitching and rolling across the Bay, with continuous heavy rain and poor visibility. It was impossible to keep a reliable reckoning. On the morning of the fourth day, with visibility below 100 yards, and somewhere in the vicinity of Cape Finisterre, and having no wish to pile up on the north coast of Spain, I decided to copy Christopher Columbus, and ordered "Steer west."

By noon the rain had ceased and the sea moderated and there was increased visibility. The clouds were thinning and a ghostly-looking sun ventured to peer through. I determined to attempt to take a few sights, and wedged myself in a position to enable me to operate my sextant, and waited patiently for the sun to be clear enough for a sight to be taken. Eventually I was rewarded; the mean of the sights taken for whatever they might be worth under such circumstances and,

(Continued on page 7, column 1)



There comes a time when every sailor goes shore-side for good. Roll on, you might say. But just weigh up for a moment what it means. All the grub, gear, leave, quarter and so on that comes Freeman's now have to be paid for in Civvy Street—and that's a very different part of the ocean!

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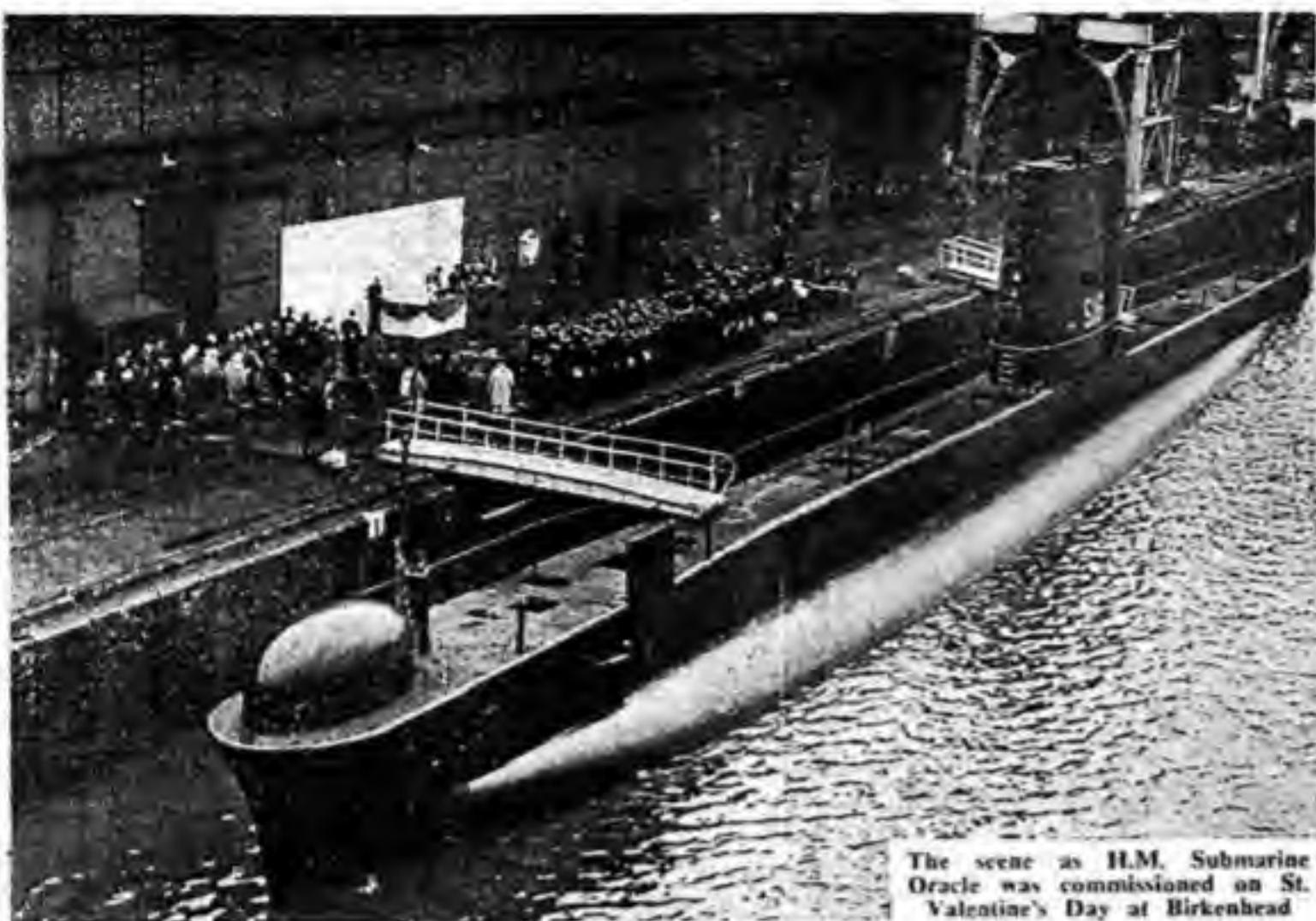
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The scene as H.M. Submarine Oracle was commissioned on St. Valentine's Day at Birkenhead

A GOOD OMEN FOR H.M.S. ORACLE

H.M.S. ORACLE was accepted into service at Birkenhead on February 14 and, as the Commanding Officer (Lieut.-Cdr. J. B. Hervey, Royal Navy) pointed out at the Commissioning Ceremony in his address to the ship's company, it must be a very good omen indeed when a ship full of young bachelors starts her life on Saint Valentine's Day.

The Oracle is the fifth submarine of the Porpoise and Oberon hunter-killer class to be completed at Messrs. Cammell Laird Shipyard during the current replacement building programme—and is the first ship of that name to be commissioned in the Royal Navy. These new submarines of which there are now 15 in service, have been fitted with all the latest anti-submarine equipment. In addition they are capable of a high underwater speed and have many special silent-running features—all of which combine to make them formidable opponents in the stealthy war waged between one submarine and another.

H.M.S. Oracle's Commissioning Service was conducted by the Rev. J. F. Walmsley, M.A., Chaplain of H.M.S. Dolphin, and attended by

Lady Lambe—who also sponsored the ship at her launch in 1961. The Oracle has since started her work-up in the Clyde, after which she is to join the First Submarine Squadron in Portsmouth.

Memorial service

A MEMORIAL service conducted by the Rev. H. S. Fry, Chaplain, Royal Navy, was held in St. George's Church, the Royal Naval Barracks, Portsmouth, on March 3, for Able Seaman Charles Alan Sutherland, of H.M.S. Barrosa, who was killed by pirates off the North Borneo coast on February 10.

Able Seaman Sutherland's wife and parents travelled from Aylesbury for the service.

Nuclear-powered ships for Med.

TWO nuclear-powered U.S. Navy ships, the aircraft carrier U.S.S. Enterprise and the guided missile frigate U.S.S. Bainbridge, sailed from the U.S. East Coast on February 6 with 18 other vessels bound for the U.S. Sixth Fleet in the Mediterranean. This will mark the first time that two nuclear-powered surface ships have operated together as part of the Sixth Fleet. It will also mark the first Mediterranean deployment of the Bainbridge, a sleek 7,600-ton ship equipped with the latest diversified weaponry.

Enterprise, 85,000 tons, the largest warship afloat, operated in the Mediterranean for a short period last year.

The 20 ships will relieve units of the 50-ship Sixth Fleet. Normal exchange of units of the Second Fleet in the Atlantic and the Sixth Fleet in the Mediterranean occurs periodically. The ships now with the Sixth Fleet were deployed last August.

Other ships in the incoming group are the guided-missile cruiser U.S.S. Canberra; the guided-missile frigates U.S.S. Dahlgren and King; the guided-missile destroyer U.S.S. Lawrence; the destroyers U.S.S. DuPont, Henley, Keith, Haynsworth, Weeks, John Paul Jones, Norris, Bristol, Fiske, and Hawkins; the ammunition ships U.S.S. Wrangell and Nitro; and the fleet oilers U.S.S. Salamone and Kaskaskia.

SAILORS IN THE MAKING

(Continued from page 6, column 5)

from the shaky mathematical deductions, a "position line" was obtained. Where I was on this line was anybody's guess. The estimated dead reckoning position was plotted on the chart, course altered to the southward, and speed gradually increased to 14 knots.

ANXIETY OVER

My anxiety disappeared completely when the Hurling Island Light was sighted just after midnight. An accurate position was obtained and course was altered as necessary. With the weather moderating rapidly the remainder of the voyage was more comfortable. The position of Tarpon could be constantly fixed as other coastal navigation lights were sighted. The officer of the watch was kept busy, as the amount of slipping steering northerly courses was considerable.

The ship's company had had a tough voyage, but on rounding Cape St. Vincent ventilation was opened up and messdecks cleaned up before arrival at Gibraltar.

The voyage recalled to my mind the very similar one I had experienced in H.M.S. Wessex only two years previously, but with this great difference. On this occasion the responsibility for the safety of Tarpon

and ship's company was entirely mine. Then Wessex followed in the wake of H.M.S. Windsor, whose commander was responsible for the 11th Division of Destroyers. The mental strain was much less for the officer of the watch.

BOATS STOVE IN

The range of Tarpon's W/T transmitter was very limited, although long-distance signals could be picked up, and a message from the Admiralty to Gibraltar was intercepted, inquiring of our whereabouts. It had taken six days for the trip, which is normally completed in four. On arrival Tarpon was showing many signs of the buffeting she had received, but except for the boats having been stove in there was no structural damage. She had proved to be a good sea boat.

We were grateful to be given a good berth alongside which we retained during our stay. It was grand to be in harbour once more—to bath and shave, to don clean clothes and have a good meal. It was remarkable how quickly the ship's company recovered from the "bashing" it had received and it was most encouraging to see the interest that was taken to restore Tarpon to her usual spick-and-span appearance, and prepare for the forthcoming trials.

(To be continued)

THE OTTER



An unusual-looking picture of H.M. Submarine Otter, an Oberon Class attack submarine

CENTAUR SAILS FOR FAR EAST

H.M.S. Centaur, the 27,000-ton aircraft carrier, sailed for the Far East on February 21.

The carrier is due to return to Portsmouth by the end of May to recommission and undergo a refit.

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A BARROSA RATING KILLED BY PIRATES

AN Able Seaman from H.M.S. Barrosa has died from injuries sustained during a gun battle with pirates off the North Borneo coast. The man was Able Seaman Charles Alan Sutherland, aged 26, married, who came from Aylesbury, Bucks.

A.B. Sutherland was one of a boarding party from the fleet radar picket, which had stopped a powered pirate boat. The boarding party found 13 pirates on board and three were captured immediately, but in an exchange of shots A.B. Sutherland was fatally wounded, and 10 pirates jumped overboard.

The incident happened on February 10 and, after getting A.B. Sutherland to hospital, H.M.S. Barrosa (Cdr. P. P. R. Corson, R.N.) searched the area for the pirates who had jumped overboard. One man was sighted on land and seriously wounded when he resisted arrest, dying later. The dying pirate said he believed the other pirates had been drowned.

QUICK GETAWAY

For decades the pirates of the Sulu Sea—south-west of the Philippines—have made the Borneo coasts their happy hunting grounds, but with the

advent of the outboard motor the pirates are able to strike and get away before the authorities can reach the scene. As previously reported in "Navy News" (October, 1962) ships of the Far East Fleet are often called upon to search for pirates. The pirates steal up to villages, loot local shops, kill, steal boats and outboard motors and are away again long before a search can be organised.

REMARKABLE COINCIDENCE

A most extraordinary coincidence has come to light since the unfortunate death of A.B. Sutherland.

A Mr. Savage has produced the photograph of a headstone of a grave taken by him in Labuan, North Borneo. As can be seen from the inscription on the headstone, the two incidents are almost identical, even down to names, except that some 120 years intervened.



An echo from the past

The photograph highlights the fact that the Royal Navy has been engaged on anti-piracy duties in this area for a very long while. These patrols do not attract much attention and it is only when casualties occur that many people realise that piracy still exists—even in the 20th century.

The reserves will tackle 'live' mines

THE coastal minesweeper H.M.S. Warsash attached to H.M.S. Wessex, the Headquarters Ship of the Solent Division, R.N.R., will be taking part in the forthcoming operations to clear Second World War mines from

officers and 40 ratings of Solent Division and will operate in the Den Helder area.

This will be the first time that members of the R.N.R. divisions have tackled live mines as part of their annual training, and on completion of the exercise H.M.S. Warsash will return to Southampton on July 14.



H.M.S. Warsash, tender to H.M.S. Wessex, the Headquarters Ship of the Solent Division, R.N.R.

an area in the North Sea. (See "Navy News" February.)

Commanded by Cdr. John S. Clarke, V.R.D., R.N.R., of Whitchurch, H.M.S. Warsash will sail from Southampton on June 29 with H.M.S. Thames in company. The two ships will be sweeping with ships of the Royal Navy and with coastal minesweepers from other R.N.R. divisions. Warsash will be manned by 10

ASHANTI SAILS

HM.S. ASHANTI, the prototype Tribal Class guided-missile frigate which, it will be remembered, suffered a breakdown whilst steaming at high speed in the West Indies last year, has been repaired and sailed for the Mediterranean and East of Suez last month.

The Defence White Paper says that the novel design of the propulsion unit has been proved to be entirely successful.

COMMISSIONING OF H.M.S. ESKIMO

DESPITE the cold weather Cowes had a holiday look about it when the ship's company of the ship arrived on February 19 to take over the ship from Messrs. J. Samuel White & Co. Ltd. Seemingly the whole population of the town turned out to watch the men as they marched through the town.

Led by the Royal Marine Band of the Commander-in-Chief, Portsmouth, the ship's company marched past the Commanding Officer, Cdr. J. N. Humphry-Baker, Royal Navy. The guard was provided by the ship's Royal Marine detachment under the command of Lieutenant P. J. Saunders, R.M.

The new arrivals were impressed by the high standard of the amenities in the ship and by the very clean condition in which they took her over. The well equipped galley with its associated cafeteria were soon proving their worth and the Supply Officer estimated that a third of the ship's company is "going round the buoy," which is a satisfactory state of affairs, both for the catering staff and for a third of the ship's company.

GUEST NIGHT DINNER

The ship is fortunate in having the services of a specialised Caterer, Chief Petty Officer Cook Wintie. Some measure of the manner in which his catering team got away to a flying start can be gained from the fact that on the first night that the ship's company was on board, a guest night dinner was held in the wardroom. One of the guests was Commodore R. Watkin, Commodore Superintendent of Contract Built Ships, and it is believed that this event, inaugurating the start of a commission in a newly built ship and the beginning of an experiment in which all food in the ship, for officers and ratings alike, is produced from the same galley, by the same staff, is quite without precedent.

The commissioning ceremony was held on February 21 in the presence of Sir James Milne, Chairman of J. S. White & Co. and Mr. R. Allen the Managing Director. The service was conducted by the Rev. S. Cumpsty, Vicar of St. Mary's, Cowes, and the lesson was read by Chief Petty Officer S. Robinson, the Coxswain. Several wives and families were able to witness the ceremony and take part in the service, the various messes being "At Home" to them afterwards.

Among the guests present were officers who had served in the previous Eskimo. A large number of congratulatory signals and telegrams

were received including ones from Lady Durlacher who launched the ship, Rear Admiral St. J. A. Micklethwait, Rear Admiral E. Sinclair and Captain P. G. Sharp the Commanding Officer, H.M.S. Centaur, themselves old Eskimos. A particularly appreciated gesture was the sending of a greetings telegram from a Sea Rangers' crew from Bridgeman who wished the ship and her company all success and stated that they wished to name their unit after her.

One retired officer who served in the old Eskimo has presented the ship with the badge of her famous predecessor and the Tribals Memorial Fund has provided a plaque commemorating the deeds of the Second World War Tribals and a painting depicting an incident during the Second Battle of Narvik in which Eskimo played a great part.

FOR MIDDLE EAST

After completing her final acceptance trials the ship was formally accepted into service on February 22; following a further period of equipment testing she will undergo the customary work-up at Portland and then sail to join the Middle East Station.

ADMIRAL'S FLAG FLOWN IN MERCHANT SHIP

VICE-Admiral A. A. F. Talbot, the new Commander-in-Chief, South Atlantic and South America Station arrived in Cape Town in the mail ship Pretoria Castle on February 21 and, for the first time for many years, the new Commander-in-Chief's flag was hoisted in a merchant ship.

Usually the flag would, of course, have been flown for the first time from a Royal Naval ship, but at present all ships on the station are away from the Cape.

Admiral Talbot's flag was transferred to H.M.S. Afrkander on February 22, the flag of Vice-Admiral Sir Nicholas Copeman, K.B.E., C.B., D.S.C., the retiring Commander-in-Chief, having been lowered at sunset on the previous day.

FIRST V.T.O. FROM A CARRIER

THE first vertical take-off and landing by a jet aircraft from a carrier took place on H.M.S. Ark Royal on February 8 and was made by the British Hawker P.1127.

The aircraft was flown by Mr. A. W. Bedford, chief test pilot of Hawker Aircraft Ltd.

NEW TANKERS FOR ROYAL NAVY

ORDERS for the building of three Fleet Replenishment Tankers have been placed by the Admiralty.

Two ships will be built at Hebburn-on-Tyne at the yard of Messrs. Hawthorn Leslie, Ltd., and one at Swan Hunter and Wigham Richardson, Ltd., of Wallsend.

The total value of the orders is upwards of £10 million.

The Indonesian ship Blewah, 839 tons, was taken in tow by the cruiser H.M.S. Lion after drifting in the Red Sea for three days.



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Naval manpower—in the main, outlook is good

THE Navy Estimates provide some interesting facts regarding naval manpower. The entries of ratings are expected to reach 6,500 by March 31 this year, compared with 6,250 a year ago and 5,400 the year before that. By March 31, 1964, it is estimated that 7,000 will have been entered.

Now that the expansion of the Royal Marines has been completed, fewer recruits are needed for the Corps. The number needed in 1963-64 is 650.

Estimates provide for a recruitment of 1,100 Wrens in 1963-64, compared with 860 in 1961-62 and 1,000 in 1962-63.

The re-engagement rate of men completing their first continuous service engagement continues at a high level—around 60 per cent. During 1962, and the numbers of men getting to the end of 22 years' pensionable service whose application to extend for a further five years to earn a higher pension have been accepted, has increased.

SERVICE AFLOAT

The Estimates show that about 33 per cent. of trained general service ratings are actually afloat. On average, therefore, these general service ratings serve rather more than one-half of their naval working life at sea. A higher proportion of the Fleet Air Arm serve ashore to provide the essential support required for training and maintenance.

OFFICERS

Regarding General List officers there continues to be no lack of candidates with good personal qualities who are keen to make the Navy their career. The total of General List candidates who entered Britannia Royal Naval College, Dartmouth, last September was 171. This total was below the planned target, but the number of Royal Naval and Royal Marine scholarships awarded,

and the rising number of boys taking the G.C.E. "A" Level examination in schools, promises well for the size of the General List entry in the next few years.

Although the seaman Supplementary List annual entry targets have been fully met so far, the Aircrew Supplementary List continues to be short of fixed-wing pilots, chiefly because too many entrants still fail in flying training.

ELECTRICAL OFFICERS NEEDED

More entrants are required for the Electrical Supplementary List. Here the Royal Navy is in direct competition with industry for the qualified men required, but improvements in conditions of entry and service for Supplementary List officers are now being urgently considered.

There has been a satisfactory rise in the number of officers entered in the Instructor Branch and, as stated elsewhere in this issue, a scheme has been introduced to enable qualified ratings to undergo training in civil colleges and then take up pensionable careers as Instructor Branch officers.

There has been a small increase in the number of officers entering the R.N. Medical Branch and the new medical cadetship scheme is proving attractive. There is no recruitment problem in the R.N. Dental Branch.

Air Command won the Inter-Command Soccer Cup at Pitt Street on February 27 by beating the Royal Marines two goals to one.

CHANGES IN 'THE ARK'



With the recent appointment of Vice-Admiral F. H. E. Hopkins, C.B., D.S.O., D.S.C., to be Deputy Chief of Naval Staff and Fifth Sea Lord, Rear-Admiral D. C. E. F. Gibson, D.S.C., a former Commanding Officer of H.M.S. Ark Royal, succeeded him as Flag Officer, Aircraft Carriers; and Capt. M. P. Pollock, M.V.O., Royal Navy, became Commanding Officer of H.M.S. Ark Royal. As would be expected, both Admiral Hopkins and Admiral Gibson have had very distinguished flying careers in the Fleet Air Arm. In this picture the three officers are together in Ark Royal, H.M.S. Ark Royal recently paid a short visit to Portsmouth—her first since 1958.

Three new Tribals commissioned TWO MORE TO COME

THREE Tribal Class general purpose frigates commissioned for service in February. They are H.M.S. Gorkha (Cdr. J. D'O. C. Lewis, R.N.), built by J. L. Thornycroft & Co. Ltd., Southampton, H.M.S. Eskimo (Cdr. J. N. Humphrey-Baker, R.N.), built by J. Samuel White & Co. Ltd., Cowes, and H.M.S. Tartar (Cdr. B. C. G. Hutchings, R.N.), built in H.M. Dockyard, Devonport. The first was commissioned on February 13, the second February 21 and the third February 26.

The new ships each have a standard displacement of approximately 2,500 tons, an overall length of 360 ft. and a beam of 42 ft. 6 in. Like the other "Tribals" so far completed (the Ashanti and the Nubian) they incorporate revolutionary dual-purpose propulsion machinery. This consists of a steam turbine to provide power for normal cruising and a gas turbine for giving boost power for high speed steaming and getting under way quickly in an emergency. The two turbines are geared to a single propeller shaft.

Close co-operation between the Admiralty, Yarrow & Co. Ltd. and Associated Electrical Industries has produced the design of this machinery, which is remotely controlled at all powers from an air-conditioned control room. Much of it is completely automatic in operation.

Each of the new ships will carry a helicopter as an integral part of its armament. The aircraft—a Westland "Wasp"—will operate in an anti-submarine role from a small "flight deck" fitted aft.

Other armament includes two 4.5 in. guns in single mountings, controlled by a radar-operated fire control system, two 40 m.m. guns and anti-submarine mortars.

In the Tribal Class, living accom-

modation for the 13 officers and 240 men is of a high standard. Messing is on the cafeteria system and bunk sleeping is provided throughout. All living spaces, offices and manned compartments are air conditioned.

The hulls are of robust all welded steel construction and designed to enable the ships to maintain high speed in rough seas. Danny Brown stabilisers are fitted to reduce rolling.

A further two Tribal class frigates (Mohawk and Zulu) are under construction in commercial yards, completing the seven ships of the class ordered by the Admiralty.

AT WORK AGAIN



Readers will perhaps remember the Royal Navy pilot who cheated death a few weeks ago; in fact, he was hardly bruised, when he fell 500 feet from his Scimitar fighter aircraft. Here is the lucky man, Sub-Lieut. Christopher Legg, R.N., now back at work, at the controls again doing his pre-flight checks preparatory to take-off in a Scimitar aircraft at R.N. Station, Lossiemouth. Legg's remarkable escape occurred when he fired the ejector seat when his plane went out of control in a steep bank, and he was consequently ejected sideways instead of upwards. The mechanism of the seat and parachute functioned correctly, but, owing to lack of time, he was still in the seat when he landed; and though his drogue parachute had streamed, the main canopy was not developed when he hit the ground.

Transfer of Navy Works

AFTER 150 years as a part of the Admiralty service, the Navy Works Department will cease to exist, and the responsibility for the construction of works and buildings for the Royal Navy will be transferred to the Ministry of Public Building and Works.

The Navy Works role has been to provide the port facilities and shore buildings needed by the Navy throughout the world; thus its responsibilities have come to include domestic housing and barracks, roads and railways, wharves, jetties and breakwaters, dry-docks, dredging; armament, oil and other storage depots; airfields, factories and research establishments of all sorts.

The expert knowledge which the Navy Works staff has acquired over the many years the Department has been in existence has been of immeasurable value to the effectiveness of the Naval Service. They will henceforward serve as part of the composite organisation under the Ministry of Public Building and Works and the Fleet may have confidence that their experience will continue to be as valuable to the Royal Navy within the new organisation as it has been in the past. (Navy Estimates—1963-64)

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Ships from Alexandria turned Port Sudan into a busy naval port

HEAT-STROKE DEATHS IN DEPOT SHIPS

[In his February article Capt. Wright related how he left his appointment as Naval Officer-in-Charge, Alexandria, to become Naval Officer-in-Charge, Port Sudan, starting, almost from scratch, to build up the port into an operational base.]

THERE were now sufficient vessels, equipment and personnel (Sudanese) available, to form the framework of a small operational base, and to organise its defence. The initial danger would be from the air. It had to be assumed that, in emergency, a battery of A.A. guns, with personnel, would be flown in to meet the menace. In the meantime, mine-laying posts were being sited and erected. Simple open sights were constructed and mounted on a wooden bearing plate. These sights were producing satisfactory results in the Suez Canal area.

Intensive training of Sudanese personnel commenced, and it was quickly discovered that many of them could not tell the time, and others could not write English numerals. A large wooden clock was therefore made, and each man was given a test, and the backward men were eliminated, and a smart, efficient detachment under its own officers was created. There were no British technicians or instructors available, but the gap was filled by enthusiastic R.N.V.R. officers in addition to their own particular duties.

It was also necessary to establish quickly a fire-fighting unit as there were oil-fuel and petrol tanks in the harbour area. Two trailer pumps were acquired, and Sudanese crews trained, and a 24-hour watch was kept in the immediate vicinity of the tanks. A high standard of efficiency was obtained by holding a weekly competition with the crews. The enthusiasm was intense, and the display was as interesting to watch as the field-gun competitions in peace time.

RESPECT FOR WHITE ENSIGN

The efforts made to increase the respect due to the White Ensign at all times were most encouraging, particularly when Colours were hoisted at 0800 hrs., and lowered at sunset. It was no longer left to the whims of the Quartermaster to raise or lower

them at odd moments. The preparative flag was hoisted at the port war signal station at the appropriate times, an armed Sudanese guard, complete with bugles, paraded and the proper respects paid, when the Colours were hoisted or lowered. This ceremony impressed the local population, and quite an audience gathered in the evening to watch the impressive and dignified ceremony at sunset.

Meanwhile, the battle in the Western Desert had gone very much against us. In June, 1942, Tobruk had fallen and the enemy had penetrated to within 70 miles of Alexandria.

Small wonder, then, that the Commander-in-Chief, Levant, Admiral Harwood, had serious misgivings for the safety of the ships in the harbour. His immediate reaction was to plan the dispersal of H.M. ships in Alexandria to ports not then prone to an attack, and transport as much naval equipment and stores as possible, to prevent them falling into enemy hands. Mussolini had already declared his intention of marching into Cairo, at the head of the victorious troops. Fortunately, Britain was spared from such a humiliation.

A BOLT FROM THE BLUE

At Port Sudan, there was some doubt as to the true state of affairs. Therefore it came, as it were, like a "bolt from the blue" when a signal

was received from C-in-C, Levant, about June 22, 1942, indicating that H.M.S. Queen Elizabeth was on passage to Port Sudan, followed by a signal from the Commanding Officer, Queen Elizabeth, giving his expected time of arrival as 0400 hrs. the following day, and that her draught was 28 feet. This news caused a flutter, as the only berth deep enough to secure her was the coaling jetty, which had 31 feet, and it was there that she was successfully secured, with the aid of two tugs.

SOME TEMPORARY NAVAL BASES AND PORT PARTIES 1939-1945

by
Capt. H. F. Wright, O.B.E.,
R.N. (retd.)

The captain then explained that several oil-fuel tanks had been damaged by the limpet bomb so successfully fixed to Queen Elizabeth's keel in Alexandria Harbour. He could not proceed further until the tanks had been repaired and oil fuel embarked.

DEPOT SHIPS ARRIVE

The following day, H.M.S. Woolwich and Resource, both fleet repair ships, and several destroyers, sloops and minesweepers arrived. So, at short notice, within the space of 24 hours, Port Sudan had assumed the mantle of a very active naval port. The naval personnel on shore was approximately 100 and the existing amenities were sufficient to meet their requirements. But now, with a sudden influx of a floating population of approximately 5,000 officers and men, it raised a big problem.



H.M.S. Queen Elizabeth (35,000 tons full load) in her war-time camouflage. The battleship was broken up in 1948.

In a temperate climate, a big percentage of ships' companies would normally remain on board during the dog watches. The average daily temperature was between 115 and 130 deg. F. The sun blazing from a cloudless sky for 11 to 12 hours produced a serious problem for Woolwich and Resource, the sun playing on the ships' sides and raising the internal temperature to an unbearable degree.

BEER GARDEN MADE

To help overcome this discomfort as much leave as possible was given, but hotels, clubs and seamen missions just could not cope. The Commissions put in a large area of ground at my disposal, which was closed in with a bamboo fence for privacy and a beer garden established, with tents and tables. This proved to be a great success, but on closing down at 2300 hrs. it was more or less Bedlam as the song of the departing sailors rent the air. But under the distressing discomfort the ships' companies had to endure, quite a lot of latitude had to be allowed. The men were kept reasonable happy, and the use of a blind eye was evoked frequently, to avoid difficulties.

It was very fortunate that I had succeeded in compiling "Port Orders" before the arrival of this formidable armada. The arrangements made for mail, provisions and water worked smoothly. The landing of patrols, and the exercise of discipline, needed care-

The officers and ship's company, H.M.S. Sudan—the Naval base at Port Sudan—1942

ful tacking, but all went well, ashore and afloat.

INTENSE HEAT FELT

After a few days it became obvious that the intense heat was beginning to affect the health of the crews of Woolwich and Resource. Fortunately H.M.S. Queen Elizabeth was only subject to the sun on one side of the ship until about noon, and as the sun went off her, a good sea breeze set in, which conditions kept the ship relatively cool, whilst sloops and destroyers carried out seaward patrols, which helped to solve their problem.



H.M.S. Resource, the Fleet Repair Ship, launched in 1928 and broken up in 1954.

Arrangements were made with the Harbour Company for Woolwich and Resource to be berthed alongside jetties in the upper and narrow reaches of the harbour. Such a movement could be carried out with safety only when it was perfectly calm, and such conditions prevailed at dawn each day, and the two ships were secured in the berths successfully. Messes were rigged

these valuable stores had been "on-loaded" at Alexandria told its own story of the chaos and near panic which must have prevailed.

HARBOUR VACATED

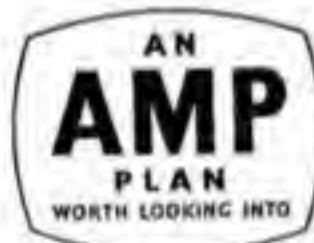
It was with great relief that I saw the harbour vacated. When the last of the ships sailed for Suez, not only myself, but the whole of the base staff, upon whom many additional duties had been pressed, particularly the Cipher officers and Communication Branch, were happier. They, too, were stricken with the terrible scourge of prickly heat which deprived them of much-needed sleep. I had felt very ill at times, but fortunately the doctor managed to keep me going.

It was possible to arrange with the Commissioner for a few of the staff at a time to go to Suakin for a few days' rest in the old residency, which was still in reasonable condition. I was now able to spend more time dealing with the new base buildings, which were rapidly nearing completion. It was most unfortunate that the building of the base had not been approved earlier, as it would have provided sleeping billets for a very large number of men. However, the Battle of Alamein had not then been fought and, on balance, it was thought that even yet it might be necessary for naval personnel to be accommodated in Port Sudan in large numbers, and so the construction of the base was given a high priority.

H.M.S. GENERAL PLATT HOLED

To keep the base personnel and the Harbour Company on their toes, the examination vessel, H.M.S. General Platt, took a hand by grounding on a

(Continued on page 11, column 2)



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NEPTUNE'S SCRAPBOOK



Vice-Admiral Sir William Crawford, K.B.E., C.B., D.S.C., was placed on the Retired List to date February 20.

Rear-Admiral R. F. Twiss, C.B., D.S.C., was promoted to Vice-Admiral to date February 20.

Acting Rear-Admiral D.C.E.F. Gibson, D.S.C., is to be promoted to Rear-Admiral to date July 8.

FAST MINELAYER CONVERTED TO SUPPORT SHIP

H.M.S. MANXMAN, formerly a fast minelayer whose exploits during the last war are well remembered, commissioned at Chatham on February 23 as a Forward Support Ship for coastal minesweepers in the Far East.

The ship has been converted to enable her to act as "mother ship" to eight minesweepers East of Suez. With her enlarged capacity for storing food and supplies, and her ability to transfer these underway, her squadron will be able to remain at sea independent of base assistance for considerable periods.

£1,000,000 CONVERSION

Conversion was carried out at H.M. Dockyard, Chatham, at a cost of £1,000,000 and has required the removal of one boiler room for the fitting of additional generators and evaporators, and part of the mining flat has been altered to take stores and space minesweeping equipment (readily accessible to the upper deck through large hatches). The stern mining doors will be used for the exchange of sweeping gear, and workshop facilities have been provided on the quarterdeck for repairing magnetic loop sweeps.

A modern laundry has been installed to cater for the needs of the ship and her dependent minesweepers, and the galley enlarged to provide meals for up to 500 officers and men. H.M.S. Manxman has been fitted with an air-conditioning system in all accommodation and working spaces.

Among those who attended the commissioning ceremony were the First Deemster and Clerk of the Rolls (His Honour Sydney James Kneale, C.B.E.), representing the Lieutenant-Governor of the Isle of Man. Mr. Kneale has presented Lieut.-Cdr. A. L. Cawson, R.N. (captain of H.M.S. Manxman) with a Manx kitten for adoption as the ship's cat. The kitten is to be called Kelly and will go with the ship when she sails for the Far East Station on April 30. Before leaving home waters Manxman will visit the Isle of Man for a farewell visit from April 25 to 26.

WAR-TIME EXPLOITS

During the Second World War the ship played a big part in carrying supplies to Malta when her designed speed of 40 knots was exceeded by a comfortable margin at times. She first appeared in the Mediterranean in 1941 as a French "cruiser." With vast quantities of canvas, spars and sheet iron she was given a false bow and stern and false funnel tops, lying in the Kyle of Lochalsh, before sailing openly along the French Riviera coast in broad daylight with even the ship's cat dressed in a neat tricolour jacket and cockade.

She dashed into the Gulf of Genoa by night wearing the White Ensign, and laid a minefield on the doorstep of the naval base at Leghorn before steaming out into the Mediterranean again to look French in every detail—from the pennant at the mainmast to the naval ratings in blue caps and red bobbins.

The ship was built by Alex. Stephens & Sons Ltd., at Govan, between March, 1949, and June, 1941.

The Flag Officer Air (Home), Vice-Admiral Sir John Hamilton, will visit R.N. Air Station, Brawdy, on March 7, R.N. Aircraft Yard, Belfast, on March 13, R.N. Air Station, Arbroath, on March 27, and R.N. Air Station, Abbotsinch, on March 28.

Colonel J. L. A. Macafee, Royal Marines is to be Aide-de-Camp to the Queen in succession to Colonel F. B. Clifford, Royal Marines, to date March 28.

Rear-Admiral H. R. Law, O.B.E., D.S.C., is appointed Flag Officer, Submarines, in succession to Commodore E. J. D. Turner, D.S.O., D.S.C., Commodore, Submarines, the appointment to take effect in May next. The appointment carries with it the N.A.T.O. appointment of Commander, Submarines, Eastern Atlantic (COM-SUBEASTLANT).

Capt. P. U. Bayly, D.S.C., and two Bars, is to be Flag Officer, Sea Training, in the acting rank of Rear-Admiral, in succession to Rear-Admiral H. R. Law, the appointment to take effect in April next. Capt. Bayly will be confirmed in the rank of Rear-Admiral on July 8.

The Deputy Chief of Staff (Material) to the Flag Officer, Submarines, Capt. T. H. Maxwell, D.S.C., A.M.I.Mech.E., R.N., is being relieved on March 8 by Capt. G. W. Gay, M.B.E., D.S.C., R.N., formerly Captain of H.M.S. Sultan.

Surg. Capt. J. M. Holford, O.B.E., F.R.C.P., R.N., is to be promoted to Surgeon Rear-Admiral and appointed to the Royal Naval Hospital, Haslar, in succession to Surgeon Rear-Admiral D. D. Steele-Perkins, C.B., C.V.O., Q.H.S., F.R.S., F.R.A.C.S., D.L.O., to take effect in April next.

Surg. Capt. M. H. Adams, M.B., B.Ch., D.O.M.S., R.N., is to be promoted to Surgeon Rear-Admiral and appointed to the Royal Naval Hospital, Malta, in succession to Surg. Rear-Admiral W. V. S. Beach, C.B., O.B.E., Q.H.S., F.R.C.S., to take effect in April next.

Rear-Admiral Sir Kenelm Creighton, who was Master of the Fleet under Admiral Sir David Beatty at the surrender of the German Fleet in 1918, died at the age of 80 on February 27.

The story of H.M.S. Rhyll's first commission, 1960-1963, including photographs of the ship's launching by Lady Dorothy Macmillan in April, 1959, has been received in the "Navy News" office. It is a first-class production and will be treasured by all those who, to use the Captain's words (Cdr. G. J. Dodd, R.N.), "shared what I believe to have been an exceptionally happy and successful commission." With a good photograph on the cover and with 50 other photographs, and a track chart showing visits from Iceland to Dar-es-Salaam, and from Londonderry to Kagoshima in Japan, the book covers a period of working for five commanders-in-chief, six flag officers, three area commanders, four squadron commanders and five aircraft carriers.

Naval port parties

(Continued from page 10, col. 5)

reef after dark, when returning to harbour. She was an antiquated old vessel and it was feared that attempts to haul her off the reef might cause her to disintegrate. However, after a few hours spent lightening her, she was pulled off. There was a large hole in the bows, and the tugs' pumps kept her buoyant until she was safely secured on the dockyard slipway. Thus, by prompt action the grand old man, H.M.S. General Platt, was saved from a watery grave.

SHIP'S BELL SALVAGED

As the buildings of the base were nearing completion, I had endeavoured, without success, to obtain a ship's bell through the Naval Store Officer, when I suddenly remembered that an Italian ship had been sunk in the examination anchorage on the day Italy had declared war. This ship, fully loaded with ammunition for the Italian port of Massawa had been held, under one pretext or another, pending the expected declaration of war by Italy. Her captain was just mad with rage at being held, and when war was declared, he promptly scuttled his ship and surrendered with his crew. That was in 1940. Now, in 1942, I proceeded to the wreck, and with the aid of naval divers, salvaged the ship's bell.

(To be continued)



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Blackhall's £8,000 club launched



The Blackhall Branch of the Royal Naval Association opened its £8,000 club last December after being in existence only four years, starting with a membership of 12. Rear-Admiral R. M. J. Hutton, President of No. 11 Area of the Association, officially opened the club and "pulled" the first pint. He stated that the Blackhall shipmates must be "jolly proud" of their club—and of their Ladies' Section, which had worked so hard in so many ways to put it on a sound foundation. Neat naval murals are being painted by a young artist and the West Hartlepool Branch has presented Blackhall with a ship's bell and models and crests of ships, past and present, decorate the bar. The branch extends a hearty welcome to all men from the area now serving, and if they have any crests, pennants, etc., to spare they would be welcome too.

'The Service breeds comradeship'—Admiral

WHEN Vice-Admiral Sir Nicholas Copeman, K.B.E., C.B., D.S.C., who was president of the Cape Town Branch of the Royal Naval Association relinquished his appointment as

Commander-in-Chief, South Atlantic and South America Station, he sent the following letter to the vice-chairman of the branch, Shipmate G. W. Haddon.

"It is with great regret, as your president, that I am not able to be present tonight at the eighth annual

general meeting, but I believe you will understand that with so short a time left before handing over to my successor it is not possible to attend every function I would wish.

NOTHING BUT GOOD

I would first of all like to thank you for the great honour you have done me in making me your president. From the date of our first meeting early in December, 1960, I have followed with great interest the activities of your Cape Town Branch. I also firmly believe that nothing but good can come from an association such as yours. As full members you have all at some time or another served with the Royal Navy, and you know as well as I do that from the day you join, the Service breeds comradeship, loyalty and thought for your shipmates, that is why your association, taking these qualities into civilian life, does so much good.

Secondly, I would like to record my appreciation of the great services rendered by Shipmate Gordon Andrew to the Royal Naval Association. Gordon Andrew has been an executive member for seven years, and has been chairman for the last four years. We all know what this means on the amount of his own time he has devoted to the association and how successful he has been during his term of office. I am sure you would all like to join with me in thanking Shipmate Andrew most heartily for all his sterling work on our behalf, and to wish him happiness and success in the future.

HAPPY MEMORIES

Lastly, I would like personally to thank you all for your unfading courtesy and friendliness to my wife and to me for your most generous hospitality, and to say that we shall take away with us the very happiest of memories of the Cape Town Branch of the Royal Naval Association.

Goodbye, and the very best wishes for a happy and successful future to you all.

PORTLAND WINS

THE first round of the small-bore shooting competition between the Portland and Stevenage branches of the Royal Naval Association showed some good shooting by both "A" teams, Portland "A" winning by the close margin of two points.

Both "B" teams made a very good start and it is obvious that the teams will improve as the year progresses.

Mr. Stan Hoffman, of Letchworth, was the adjudicator, his final scoring being: Portland "A," 472; Stevenage "A," 470; Portland "B," 375; Stevenage "B," 326.

Impressive increase in funds

REVIEWING the affairs of the Dartford Branch of the Royal Naval Association the chairman, Shipmate P. K. Overy, stated that the branch was carrying on in a most satisfactory manner.

Nineteen new members had been enrolled during the year (another was admitted during the meeting), branch funds showed an impressive increase over last year, with a credit in the bank higher than ever before, attendances at functions and parades had been maintained and "the success of the annual dinner in 1962 had set a standard that was going to be difficult to improve on this year, though that had got to be accomplished," said the chairman.

Is this a record?

AT the annual general meeting of the Croydon Branch of the Royal Naval Association, held at the Mitcham Road Barracks, the branch's new headquarters, Shipmate Lieut.-Cdr. J. L. Bates, was elected chairman for the 16th and 17th years in succession. Is this a record in the association?

Shipmate Bates is also chairman of No. 2 area and is being nominated by Croydon Branch as a National Council Member.

The following officers who have served the Croydon Branch for many years were re-elected: vice-president, J. Stevens; vice-chairman, C. Greenhead; secretary and treasurer, A. Wright (8 Longley Road, Croydon); welfare officer, G. Pine, and working committee, Shipmates Atkins, Ocken-den, Scott, Smith and Weaver.

MUCH SICKNESS

The branch had an exceptional heavy year for expenditure in 1962. Branch members who were sick were helped and assistance was given in cases brought forward by the welfare officer, not all of them members of the association. It is hoped that there will not be so much sickness this year, with the consequent drain on branch funds.

In his address, the chairman said how grateful he was to all officers who had worked so hard to keep the happy atmosphere of the branch, and all present gave a warm vote of thanks for services so willingly given.

The retirement of the secretary, and the standard-bearer, was accepted with deep regret. Both had done sterling work for the branch.

A large social event is to be held in the Drill Hall on April 27 and Nos. 1 and No. 2 Areas are asked to make a special note of the date. The number is limited to 300.

WILLESSEN 'STRADDLES' TARGETS

THE annual general meeting of the Willesden Branch of the Royal Naval Association revealed that the targets which were set early in 1962 had all been "straddled."

Tributes were paid to all those who had furthered the interests of the branch. Particular mention was made of Mrs. Burrell for her work in the welfare department.

During December Shipmate S. Langford was elected a vice-president of the branch for his untiring efforts for the branch. Shipmate Langford also had the honour to be Yeoman of Signals at the Royal Festival Hall during the reunion. He will shortly give up active employment and all members of Willesden Branch wish him a happy retirement.

The year 1962 was a hard one, but in spite of sickness and disappointments, good progress was made in every direction. Delegates were sent to the annual conference and the branch was represented at local functions.

ANNUAL DINNER

The branch's annual dinner and dance was held on January 26, attended by the branch president, Shipmate Lieut.-Cdr. F. G. Nunn, R.N., and officers from Willesden and other branches. Shipmate C. H. Wheeler, National Council member, was present and gave a clear account of the work done by the association. Shipmate Lieut.-Cdr. Nunn also spoke and set the targets for 1963—all of which it is hoped will be achieved.

The branch was well in the running for the Don Murray Area Trophy again, having held it for the past two years.

Shipmate J. W. Dyckes, Chatham Branch and a member of the National Council, who was guest of honour expressed his pleasure at being present and congratulated all members on the achievements of the branch but, he concluded "Chatham is trailing you very closely in pursuit of the trophy, so be warned."

After five years as chairman, Shipmate Overy expressed his desire to stand down, and his decision was accepted with much regret. Shipmate W. R. Skedge was unanimously elected as chairman and Shipmate Bardey was re-elected vice-chairman. The treasurer, Shipmate Read, and the secretary, Shipmate Waterman, were also unanimously re-elected.

The branch annual dinner will take place at the Co-operative Hall, Dartford, on April 3, and tickets may be obtained from the branch headquarters, The Plough, Lowfield Street.

NEW VENUE FOR WOLVERHAMPTON

AFTER many happy years at the Arking o' Bells, Dudley Road, the Wolverhampton branch of the Royal Naval Association has moved its headquarters to the Molineux Hotel, the recommissioning taking place on March 6. All shipmates, especially the branches in No. 8 Area, are asked to make a note of the new address. Although the headquarters are new, the old friendships are the same and a warm welcome awaits all visitors.

It is hoped that as the Molineux Hotel is more accessible, it will encourage some of the shipmates who have gone "adrift" to rejoin the branch and maybe that more new members will be recruited.

Shipmate Kean, an old member, has been elected chairman for 1963, and he is hoping, with the backing of both old and new members, to introduce new ideas to mess nights.

Never absent for 16 years

THE 24th annual general meeting of the Herts Branch of the Royal Naval Association was held on February 6, when another successful year was reported.

The branch officials are the same "batting side" as elected for the previous year, with Shipmate Lieut.-Cdr. D. B. Cameron as "skipper."

The guest of honour for the evening was Surg.-Capt. P. de Bee Turtle, V.R.C., Q.H.S., R.N.R., who in an inspiring address congratulated branch shipmates upon their efficiency, and wished them success for the future.

During the evening it was announced that Shipmate Eric C. Knight had been elected "Mesumate for 1962" in appreciation of his outstanding service as branch hon. secretary. On behalf of the "ship's company," Surg.-Capt. de Bee Turtle presented to Shipmate Knight an inscribed fountain pen.

Shipmate Knight has been hon. secretary of Herts Branch for 16 years, and holds the unique record of never being absent from a monthly branch or committee meeting during this long period of office. He has also been National Council member for No. 6 Area since 1957, and is a vice-president of the Area.

The Herts branch will attain its 25th anniversary this year, and plans are being made to celebrate this silver jubilee event.

High Wycombe founder dies

INFORMATION has been received that Shipmate Roland Nash, of the High Wycombe and District Branch of the Royal Naval Association died on January 21 at the early age of 54.

Shipmate Nash joined the Royal Navy as a boy in December, 1924, and was invalided in January, 1942. His last ship was H.M.S. Express, blown up by a mine in 1941.

He was a founder member of the High Wycombe Branch of the association in 1938 and served many times as chairman and did good work as social secretary. He bore his disability with great and wonderful courage and he will be sadly missed by his shipmates at High Wycombe. He left a widow and two sons.



A tax-free income

To augment retirement pension or annual income, Savings Certificates may be used to provide something over £36 a year (14/- a week) income tax free without any risk of loss of capital. This and other methods are explained in Leaflet S.L.214 obtainable from *The Secretary, H.M. Forces Savings Committee, 1 Princes Gate, London, S.W.7*



Pirates of the mine-sweepers H.M. Ships Lewiston and Wiston come to terms with a boarding party at Hendon Dock, Sunderland, when A.B. Tony Redfern has the food situation well in hand. It is a debatable point whether the "boarding party" or the "pirates" get most fun at children's parties, which are a tradition whenever H.M. ships visit a port—either at home or abroad. There is no doubt that the children enjoy what are, to them, strange surroundings, with plenty of food and good company, but the Naval men get immense pleasure themselves and are reminded of their own families.

BOARDERS CAPTURE HEARTS

WHEN H.M. Ships Lewiston and Wiston visited Sunderland in February a "boarding party" of youngsters were given a wonderful party by the ship's company, dressed as pirates. Although it cannot be said that the boarding party captured the ships, they certainly captured the hearts of those on board.

Using the ship's bell as a fount, the Rev. John T. Cummins, Chaplain of H.M.S. Lochinvar, the shore base on the Firth of Forth, officiated at the

christening of Dawn Shirley Searle on board H.M.S. Wiston on February 12. Dawn's father is Petty Officer T. Searle, serving in Wiston.

A LAST SERVICE

Volunteers from the two ships acted as pall-bearers for an ex-sailor in Sunderland during their visit, when they rendered a last service to Mr. Andrew James Hamilton (78), who was found dead at his home. Mr. Hamilton had served in the Royal Navy as a regular, seeing action in the First World War and was decorated by the King of the Belgians.

Weather upset activities

RECENT activities of the Derby Branch of the Royal Naval Association included a children's party when, despite wretched weather, 35 children had a wonderful time, the staff of the Derby Recruiting Office showing films. Each child received a present.

A social evening was held on January 25. Again the weather precluded a large attendance and only 15 members attended. However, the evening developed into a convivial chat which was much enjoyed by those able to attend. A social has been arranged for March 15, and a musical group is expected.

The annual general meeting took place on February 15 and, for business reasons both the secretary and treasurer, Shipmates Mann and Knowles respectively, had to resign their offices. Tribute was paid to their work and devotion to the branch by the chairman, Cdr. Neville Rolfe.

MORE SUPPORT NEEDED

In his address he also called for more support from members, saying that non-attendance at events curtailed the money available for more ambitious ventures.

Inquiries regarding the branch will be welcomed by the Hon. Secretary, J. W. Upton, 188 Cole Lane, Borrowash, Derby, Phone Derby 61335.

DURHAM MEMBERS BEAT WEATHER

IT is reported from the Durham Branch of the Royal Naval Association that Shipmate "Frank" Wade has not yet fully recovered from his recent illness. Shipmates everywhere hope that he will soon be out and about again continuing the good work he has always done for the association.

At the annual general meeting the present officers were elected en bloc. Despite really terrible weather conditions the shipmates of the branch have been turning up to functions and meetings and their efforts to beat the weather have given great heart to the officials.

Branch funds at Durham are somewhat depleted and the president, Shipmate Rear-Admiral R. M. J. Hulton, C.B., C.B.E., has once again come to the rescue. In June, at Sherburn Hospital, where he is Master, he is organising a garden fete, and Durham Branch will have a share in the proceeds.

Naturally Durham will be turning out in full force to assist and the shipmates hope that more branches will lend a hand too.

Guests wanted to stay

PROBABLY the most difficult job the shipmates of the Sevenoaks Branch of the Royal Naval Association had when they held their fifth annual children's party recently was to get the children to leave. Everyone—including the hosts—enjoyed the party very much.

As usual, the children from a local orphanage, Rock House, which the branch has "adopted" were invited. The ice cream, cakes and sandwiches were eaten as only children can eat, but the supply was more than the youngsters could cope with, thanks to the marvellous "spread" by branch members and their womenfolk.

The ladies did a remarkably fine job—as they always do. Shipmate F. Hull, vice-president, who showed films, Donald Duck and Woody Woodpecker, as well as one of special interest shot at the outing to Littlehampton last year, said, "We always seem to be in debt to our ladies. It is largely due to them that everyone had such a good time."

PRESENT FOR EVERYONE

After the film show emphasis was on games that every child could join in with, and finally each guest was given a present, plus fruit and sweets.

In the evening the helpers transferred to the branch headquarters and thoroughly enjoyed a social evening.

Although only a small inland town the Sevenoaks Branch is a very strong one and a most friendly atmosphere is ever present. The annual dinner-dance is to be held on April 13, and members of any branch in the vicinity who would like to attend should get in touch with Shipmate C. F. Tinker, 3 Hillingdon Road, Sevenoaks.

NEW BRANCH FOR NO. 14 AREA

THE Banbridge and District Branch of the Royal Naval Association, No. 14 Area, was inaugurated and commissioned on December 8 last at the British Legion Hall, Banbridge, Co. Down, Northern Ireland.

The chair was taken by the National Council delegate, Shipmate Lieut. W. C. Maxwell, M.B.E., D.S.C., R.N., who welcomed all members and visitors, including Capt. The Earl of Roden, No. 14 Area president and Shipmate Bartlett, the area chairman.

Good wishes for the success of the new branch were extended by the area president and chairman and greetings from Association Headquarters were read.

'Fair results' at Cheam

THE past year has been one of "fair results" with membership showing signs of improvement," reported the secretary of the Cheam and Worcester Park Branch of the Royal Naval Association, Shipmate "Pat" Coe, at the annual general meeting.

However, he thought that social events would be a greater success if more members gave their support instead of leaving it all to the faithful few.

One of the year's success stories was the teenage dances. The young people attended in force and Shipmate "Nobby" Clarke, who was the enthusiastic organiser, must be given a pat on the back for the idea and his great efforts.

The last year brought tragedy. The branch suffered the incalculable loss of its vice-president, Alderman "Bill" Hasted. He was a stalwart member and helped the branch in many ways, and he will be greatly missed.

The officials of the branch have done a good job throughout the year and were thanked for all their efforts. Thanks were also extended to W.R.N.S. members for their help. There are now six in the branch and members wonder what they would do without them.

The Cheam and Worcester Park Branch has a healthy Benevolent Fund which is used for immediate aid.

JUBILEE YEAR

The committee is busy arranging events for 1963 which it hopes will be a "bumper" year, for it is the branch's silver jubilee.

The branch is not too happy about the increase in subscriptions. There is a feeling that some part of the increase should be allotted to areas, as many are in precarious positions.

WEAR THANKS THE 'TRUST'

NOT much is heard these days from the Wear Branch of the Royal Naval Association, but a recent report states that the branch is still "in commission" and growing stronger as each month passes. Membership in company with finance, increases, which is as it should be in view of the proposed project of a new headquarters and club.

Weather permitting, the builders should have started on their work by the time this article appears in print.

Over 400 children were entertained at the Christmas party and many thanks are due to the ladies for the hard work done by them. Each shipmate of old age received the usual Christmas grant, Santa being played by Shipmate "Ernie" Harrison, the welfare officer.

Shipmate Harrison says how grateful those in Wear are for the wonderful help the branch receives from the Royal Naval Benevolent Trust. Whilst the branch does help with welfare from its own funds, it cannot cope with the number of applications it receives from ex-serving men, but from the "Trust" it nearly always receives prompt help.

BAROMETER 'SET FAIR' AT CAMBERLEY

THE annual general meeting of the Camberley Branch of the Royal Naval Association revealed that the high hopes and expectations expressed at the previous annual meeting had been maintained. The satisfactory financial aspect has been maintained and the interest shown by all members has been outstanding.

Attendance at branch meetings throughout the year, although slightly less than in 1961, owing to various duties and awkward working hours, has been very good. The branch membership has been maintained, although two members "crossed the bar" and other have left the district.

The branch is honoured once again

NEW BRANCH FOR NO. 6 AREA

NO. 6 AREA of the Royal Naval Association gained a new branch on February 4, when the Hemel Hempstead Branch was inaugurated.

There was a good muster of shipmates to witness the ceremony in spite of the arctic weather conditions prevailing. There were visitors from Edgware, Hertford, Stevenage, Windsor, Slough and Welwyn Garden City.

The "commissioning" ceremony was performed by Shipmate Eric C. Knight, National Council Member for No. 6 Area, who, in his address, explained the objects of the Royal Naval Association from a national angle and wished the branch a long and happy "commissioning."

Shipmate E. W. Smith, Hon. Secretary of No. 6 Area, spoke about the functions of the Area Committee.

With the commissioning of this branch there is now a total of eight branches located in Hertfordshire and the strength of No. 6 Area now stands at 26 branches.

The Hemel Hempstead Branch extends a hearty invitation to new members, and application forms may be obtained from the Hon. Secretary, Mr. H. A. E. Drewett, 36 Swing Gate Lane, Berkhamstead, Herts.

to have a shipmate serving as an Area Councillor. He has attended all Area meetings and the Annual Conference. The Camberley Standard was among those at the reunion and also at local parades.

SOCIAL ACTIVITIES

The social secretary and his helpers have maintained the usual standard of the branch's social activities and are to be congratulated for the enjoyment they have provided for members and their families. Their efforts have enabled the Camberley Branch to maintain its happy disposition. There were visits to Aldershot and Windsor, the Royal Tournament, a summer outing to Southend, two ladies' nights, the annual dinner and dance and the reunion at the Festival Hall, not forgetting the Remembrance Parade.

Although the Camberley reporter states that the officers are looking forward to 1963 with confidence, he stresses that he hopes shipmates will not be lulled into a false sense of security, for "much is still needed to be done to keep Camberley Branch well to the fore."

COMRADESHIP IS KEYWORD AT WARWICK

REPORTING on the affairs of the Warwick Branch during the 10 months he has been hon. secretary, Shipmate G. Hoare says that the chief factor he has found in the branch during that time is "comradeship."

In the not very distant past the branch went through troubled waters, but the loyal few kept at it and the branch finished the year with membership and cash at bank almost doubled.

At 10 monthly meetings the magnificent sum of £30 17s. was raised.

Mentioning that the committee has worked harmoniously under the chairmanship of Shipmate R. Smith with no thought of personal credit, Shipmate Hoare states that the branch is very proud of its associate members who have proved beyond doubt their loyal and sincere interest in all branch efforts.



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China Sea 'Blue Riband' for Hartland Point

H.M.S. Hartland Point (Capt. J. S. Le Blanc Smith, R.N.) recently returned to Singapore from Hong Kong to recommission. Aided by a following wind and a moderate sea she achieved the astonishing (for her!) speed of 12.9 knots and covered the trip in 119 hours 52 minutes. On her arrival at Singapore she flew a large blue riband as well as her paying-off pennant.

After claiming the "Fort" class China Sea Blue Riband for her record-breaking trip, Hartland Point received the following congratulatory signal from the R.F.A. Fort Dunvegan (Capt. F. C. Holt) whose best time is 120 hours 24 minutes for the 1,439-mile trip. "Well done. Another mighty Fort boat. My expansions were not full out. Wish I had divers so that I could clear underwater surfaces."

The R.F.A.s Fort Rosalie and Fort

Charlotte are now girding up their loins and are waiting for their chance to beat Hartland Point's record.

GOOD MONTH FOR NAVAL FENCERS

THE Royal Navy fencing team had a successful series of matches last month, winning two out of the three matches in which it took part.

The first match of the month was on February 10 when, after a very pleasant encounter the Royal Navy ran out winners against the Universities Athletic Union by 17 bouts to 10. Results in the individual weapons were: Foil, won 5-4; epee, won 7-2; sabre, won 5-4. The result of the epee was most encouraging as, through withdrawals, the team that fenced, was not, on paper, a strong one. However its performance is all the more creditable.

The team for the Granville Cup, which took place at the Duke of York's H.Q., Chelsea, resulted in the Royal Navy team being eliminated, although in the first round it defeated Cambridge University "B," but in the next round, Polytechnic "A," a very well balanced and competent team, defeated a rather depleted side.

Against the Civil Service on February 20, last-minute withdrawals resulted in the selected team not being at full strength. Another creditable performance was, however, set up resulting in a 15-12 win for the Navy. Individual weapon results were: Foil, lost 3-6; epee, won 5-4; sabre, won 7-2.

No further fixtures have been arranged until after the Royal Navy championships in H.M.S. Ariel on May 8 to 10.

ADMIRAL OF FLEET 25 YEARS

THE Earl of Cork and Orrery recently received a personal message of congratulation from the Board of Admiralty at his home in Neville Terrace, London, S.W.7, to mark the 25th anniversary of his promotion to Admiral of the Fleet. He entered the Royal Navy as a cadet in 1887 and was promoted to Admiral of the Fleet in 1938.

In his message to mark the occasion, the Secretary of the Admiralty, Sir Clifford Jarrett, wrote: "I am commanded by my Lords Commissioners of the Admiralty to convey their warmest congratulations.

DETERMINED LEADERSHIP

"My Lords recall your long and distinguished career and your outstanding record of service to the Royal Navy; in particular your services as Senior Officer Red Sea Patrol and in command of H.M.S. Repulse during the First World War, as Rear-Admiral Commanding 1st Battle Squadron and 1st Cruiser Squadron, Vice-Admiral Commanding Reserve Fleet, Commander-in-Chief, Home Fleet and Commander-in-Chief, Portsmouth. They remember with special gratitude your determined leadership during the dark days of the Norwegian campaign in 1940.

"My Lords are also grateful for your continued interest in the Royal Navy and they send you their best wishes for health and happiness in the future."

A 'YOUNGSTER'

The 89-year-old Earl is, however, a "youngster" as far as Admirals of the Fleet go! Admiral of the Fleet Sir Henry Oliver was promoted 35 years ago and recently celebrated his 98th birthday.

TOTEM STARTS HER SEVENTH COMMISSION

AFTER spending just over two years on the Mediterranean Station, H.M.S. Totem returned to Fort Blockhouse on January 25, flying her paying-off pennant.

Her first year in the Fifth Submarine Division was spent on numerous NATO and National exercises, and the ship went on cruises to Barcelona, Menton, Genoa, Athens, Suda Bay, Venice and Ancona. During

Haslar Creek was full of small ice floes, and January 25 was reported as the coldest day on record in the Portsmouth area this century.

During the two days after the ship's arrival, she was turned over to a new ship's company and a recommissioning ceremony was held on January 28.

The ship's company of H.M.S. Totem's seventh commission are now waiting to move up to the Clyde area to work-up, before returning to Gosport to work in the First Submarine Squadron.



H.M.S. Totem off Malta

this period she was commanded by Lieut.-Cdr. R. G. Higgins, R.N.

In December, 1961, Totem was taken in hand by Messrs. Bailey (Malta) Ltd., and given a 13-month refit. The ship's company, which was largely accompanied, thus had an excellent chance to enjoy some home life and to benefit from the salubrious Malta weather.

The submarine, now commanded by Lieut.-Cdr. B. O. Forbes, R.N., left H.M.S. Ausonia's side on January 14. The send-off given was magnificent and many in Totem were most sorry to see the last of the 40-year-old ex-Commander in her recently acquired role of submarine support ship.

WORK-UP ON CLYDE

On her arrival at H.M.S. Dolphin, H.M.S. Totem received a warm welcome from all except the weather.

H.M.S. Ark Royal's squadrons disembark on March 15-800 and 801 go to R.N. Air Station, Lossiemouth, and 890 goes to R.N. Air Station, Yeovilton.

Flag Officer Air (Home) presents the Boyd Trophy to No. 815 Squadron in H.M.S. Ark Royal on March 18.

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Fourteen Sea Cadets of the Glasgow Anson Sea Cadet Corps did a period of training in H.M.S. Adamant at the end of January and had wonderful opportunities of seeing H.M. Submarine Dreadnought which was undergoing sea trials based on Rothery. The submarine is seen coming alongside H.M.S. Maidstone, the depot ship, after a period of trials. The smaller photograph shows Sea Cadet Gerard Sweeney assisting a naval photographer to take cine photographs of the submarine from H.M.S. Ursa, the escorting frigate.



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Navy takes second place in Squash Tournament

CAPT. A. A. T. Seymour-Haydon, Royal Navy, Navy squash rackets champion in 1947, 1950 to 1954, and representative in the inter-services tournament on ten occasions, returned to English squash this season after eight years' service abroad. Thwarted in his attempt to win the Navy Championships yet again, he successfully competed in the Open Veterans' Championship held at the Lansdowne Club, London, during January.

He also assisted the Navy in beating the Army in the Inter-Service Tournament, 3-2, and was the only winner against the Royal Air Force. The Tournament was eventually won by the R.A.F., only their second victory since the war.

The R.A.F. started the first day with a narrow 3-2 win over the Army, the respective first strings, Stokes, Cambridge University Captain and Welsh International, and Broomfield, ex-Amateur Champion, producing the match of the tournament. The other matches went as predicted, the R.A.F. winning at Nos. 3, 4 and 5.

The following day it was the Navy's turn to suffer at their hands. Rawley, the new Navy champion, never got into his stride and lost in three games. At No. 3's Eggleston was too fit even for Fox. White, after holding 3 match points went down to Lees, whom he had managed to beat the previous year. Stephens, too, reversed the previous year's result over Blake. Thus these two results turned last year's 3-2 win into a 4-1 defeat.

So to the battle with the Army for the runners-up. Broomfield and Perkins took their matches as expected and it was at third string that the vital clash came. The new Army champion, Wilnot, lost a close and essential rubber to Cox, whose great courage enabled him to survive a match point in the fifth and final game. Blake, too, took his match, but again not without trouble.

So it was for the first time since the inauguration of the tournament that the Army took third place.

The Navy will have to hope for success next year, when, with the return of Cdr. Shattock and the availability of Lieut. Foster, the Senior Service may be able to pull it off.

J.R.W.

BUCCANEERS EMBARKED

THE first operational squadron of Buccaneer aircraft, two-seat naval strike aircraft, designed for sustained flight at near-sonic speed at sea level, embarked in H.M.S. Ark Royal in February.

A second operational squadron has been commissioned ashore and a third will commission later this year.

The Mark II version, with greater range, is on order.

NEW HELICOPTERS

A new anti-submarine weapon for frigates, the Wasp helicopter will come into service this year with the Leander and Tribal classes of frigates. Operating at the ranges of the latest detection equipment the Wasp's new light-weight homing torpedo will greatly increase the effectiveness of the Navy's escort forces against high-speed submarines.

The recent Navy Estimates also announced that a new version of the Command-carrying Wessex helicopter with greater lifting capacity and performance is undergoing trials and will enter service this year.

New weapons for the Navy

IT is announced in the recent Navy Estimates that in addition to the Seaslug and Seacat and the light-weight, air-launched anti-submarine torpedo for use from helicopters, a variety of new weapons, three of which are described below, is now coming into service.

A homing guided missile which will greatly improve the performance of the Scimitar aircraft in the air-to-air role is called Sidewinder.

A new weapon, the SS11, an anti-tank wire-guided missile for assault helicopters will be introduced. This can be fired as an air-to-surface weapon or it can be landed for use by the Commandos as a surface weapon.

A third new weapon is the Bullpup, an air-to-surface guided bomb which can be fitted to all strike aircraft to increase their hitting power against well-defended targets.

NAVY ESTIMATES

(Continued from page 1, column 3)

coastal craft, landing vessels and maintenance vessels.

SHIPS SCRAPPED

One cruiser, the Bermuda, six destroyers, three frigates, three submarines, one controlled mine-layer, one coastal minelayer and one fast minelayer have been disposed of or approved for disposal by scrapping during the past year.

The most important deployment feature for 1963-64 is that there will be two carriers and one commando ship East of Suez at all times. Another feature is that the general purpose frigates of the Tribal class will take over in the Middle East from the ships of the Loch class.

Economies in shore support continue. The naval facilities at Malta are being reduced to those needed for a forward operating base and the first reductions which were made in January of this year will continue into 1967. In the year under review Royal Naval Air Station Abbotsinch airfield will be transferred to the Ministry of Aviation.

Group Officer J. Conan-Doyle, O.B.E., Director - Designate of W.R.A.F. visited H.M.S. Dauntless on January 18. She made a tour of the Establishment, after which she was entertained in the Wardroom by the W.R.N.S. Officers.

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ROYAL NAVAL BARRACKS, PORTSMOUTH. The story from hulk to present days. Price 7.6d. Obtainable from Gate A, Polder 11d. Edinburgh Road, Portsmouth. Post free. SELF-DRIVE CAR HIRE - E.M.A. Ltd., Rovers Main Dealers, Gosport Road, Southsea (Portsmouth 23261).

Three Royal Netherlands Navy minesweepers arrived at Portsmouth on February 25 for a ten-day visit.

The frigate H.M.S. Loch Ruthven, on her way home after service in the Far East, developed engine trouble and had to have repairs effected at Malta.

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NAVY HOCKEY XI DUE FOR SOME PLAIN SPEAKING

Early February promise not maintained

DESPITE the adverse weather conditions, the Royal Navy Hockey XI has fulfilled all its February fixtures with the exception of the match against Cambridge University which should have been played at Fenners at the beginning of the month.

The annual encounter against the Western Counties gave the Navy a stern testing. In previous seasons, the Western Counties have lowered the Navy "colours" on many occasions—how would the "new look" Navy side face up to opposition containing at least eight divisional players in its XI? The Saturday fixture on the "all-weather" pitch at Brickfields opened at a very fast pace and within five minutes of the bully-off, Simon Cook had the ball in the net to put the Navy in the lead. Good foraging by all the forwards, brilliant stickwork by David Wilson who was ably supported by Alan York, and an impenetrable and tidy defence, centred around Roy Stevens, proved too much for the Western Counties. Play changed from end to end, but the Navy, who within the first 10 minutes took a tight grip on the game, which they never released, were dominating throughout the 70 minutes of play.

A FIT SIDE

This Navy side looked superbly fit, John Binks in particular setting a fine example to team mates many years younger than he. Could this one nil victory inspire the side to even greater glory the following day when they met again, this time on the new "all-weather" pitch at the Royal Naval College, Dartmouth?

At Dartmouth, the match once again started off at a hectic pace. The Western Counties had reorganised their forward line, moving Scrivener, the Army player to his customary position on the left wing. This might well have posed a problem for the Navy wing half Graham Neilson, playing in his first service match. Scrivener runs fast and has very good control of the ball, but after his outing at Dartmouth he will not relish the idea of meeting Graham Neilson in the Inter-Service match towards the end of March.

A FAIR RESULT

The general play in this match was more even than that of the previous day, with the Navy having the slight advantage. The Navy missed their opportunities to complete the "double," by not taking advantage of three penalty corners which they were awarded. The whole team played well but the crisp hitting, with which one associates such stalwarts as Roger Midgeley and Lawry Blamey in previous years, was sadly missing. Several free hits were badly fluffed and

the half backs in particular held on to the ball just that shade too long. A draw was a fair result to the match but the Navy could be well pleased with their efforts against such strong opposition.

The match against Oxford University which should have been played on the Parks, Oxford on February 13 was transferred to Brickfields, Devonport, and played on February 16. Great interest was aroused by this fixture, particularly as it would be the University's last match before the annual Varsity Match on February 23 at Hurlingham Park.

Oxford fielded their full side, but the Navy after their excellent start against the Western Counties, were not undaunted.

HALF-TIME—NO SCORE

The Navy quickly settled into their stride, the University taking a little time to get accustomed to the pace of the hard pitch. The scoring opportunities for both sides were limited but David Wilson could well have given the Navy the lead when a flick shot just went narrowly wide of the upright.

The Navy goal was similarly tested by Roberts the Oxford inside-left. At the interval there was no score.

During the second half there was a feast of goals. Roberts opened the scoring for the University to which David Wilson immediately replied for the Navy with a well judged flick shot. Elmit, the Oxford centre forward put the University further ahead with a powerful shot from just inside the circle and within a few minutes he again scored from a short corner, with a powerful and well placed shot. The University were now 3-1 in the lead. Oxford went further ahead with a goal by Atkinson and at this stage the result seemed certain to be a victory for Oxford.

NOT DISGRACED

Simon Cook was having a fine game but few opportunities, until, after a fine run by John Binks and a well placed pass, he took the ball on the run and completely beat the Oxford goalkeeper. This goal gave the Navy the incentive they needed and they pressed the University defence into yielding a short corner from which Simon Cook scored to make the score 4-3 in Oxford's favour. This proved to be the last goal of the match. Although losing by a narrow margin, the Navy side were by no means disgraced, the defence in particular

emerging with honours. Could this be the making of the Navy side for which we have waited so long?

The outing to meet the Civil Service at Duke's Meadow on February 20 proved to be disastrous. Peter Libby was unable to play but at short notice the Navy were lucky to have the services of the experienced Bill Ellison to fill his place. From the outset the Navy looked mere silhouettes of the side which performed so ably in the West Country. Mark Blake made his first outing at inside right since returning from his honeymoon and all hoped to see the forward line benefit from his experience and stick-work. He, along with Graham Neilson and David Offen were the only players to emerge from the battle with honours. Bill Ellison injected the defence with those strong clearances for which he is well known and how fortunate the Navy would be if once again his services could be made available.

FORWARDS LACKED PURPOSE

The Navy's forward line lacked purpose, indeed when the Civil Service gained the advantage of penalty corners and corners, they remained glued to their goal lines giving the Civil Service all the time in the world to "ice-up" and shoot for goal, which they did on three occasions with success. The Navy sadly lacked the sound defence provided by Roy Stevens who was sick. In contrast Henry McIntosh for the Civil Service gave an excellent display and the service for which any forward line would be thankful.

Navy passes went sadly astray and on a number of occasions the basic rules of hockey had been forgotten. There were a few occasions when the Navy seemed they might take a grip on the game, but the Civil Service rose to the occasion and these hopes were soon scotched.

WHAT WENT WRONG?

After this 3-0 defeat the Navy selectors must be wondering what went wrong, and doubtless there will be some plain speaking before the next fixture.

Match fixtures are as follows: March 9 v. Suffolk at Shotley, March 13 v. Southern Counties at Park Royal, March 17 v. Hampshire at Eastney, March 24 v. Old Kingstonians at Hampton Wick, March 27 v. The Army at Aldershot, March 31 v. Sussex at Eastney.

The Inter-Service match against the Royal Air Force will be played at Eastney on Wednesday, April 10.



Ordinary Seaman Harry King, of H.M.S. Lion, the Royal Navy Champion, competing in the slalom. (Photo: Foto Max., St. Moritz.)

Navy takes second place in Ski Championships

BEST EFFORT YET

THE 1963 Inter-Service Ski Championships were held in perfect conditions at St. Moritz on January 30 and 31. The championships, between teams representing the three Services, are decided on the result of two races, a slalom and a downhill. The Army team are able to spend most of the winter in the Alps and, not surprisingly, have dominated these races.

The Slalom, held first, was raced on a tight course of 55 gates set on Salsstrains above St. Moritz. Each competitor was required to complete two runs on the course, and from a team of six, the best four count towards the Championship. There was tremendous excitement at the end of the first run, as the first four Navy racers were all in the first eight, a state of affairs unknown in past years.

O.S. Harry King, just 18, of H.M.S. Lion, had the best time for the Navy on the first run of 60.3 sec, despite a fall, but was 5.5 sec. slower than the subsequent winner of the Slalom, 2/Lieut. Freeth, of the Army. Much to the delight of the spectators Harry King had a fine second run of 56.4 sec. and, with Lieut. Peter Willis-Fleming, of R.N.A.S. Lossiemouth, doing a second very fluent and well-controlled run the Navy were in a strong position.

However, the captain of the team, Lieut. Graham Neilson, after completing the more difficult parts of the course in a fast time, had the misfortune to fall at the penultimate gate. Despite his setback, the Royal Navy team was second to the Army in the team event, and in the individual event Harry King was third and Peter Willis-Fleming fourth.

THE DOWNHILL COURSE

The Downhill course was slightly

over 1½ miles in length and had a height drop of 2,000 ft. The course was very fast, and although the Army with an experienced team were clear favourites, it was obvious that King and Willis-Fleming could easily upset the form. Both of them had smooth runs to come in fourth and fifth respectively behind three Army racers. Neilson, the Navy captain, again had bad luck, for after a fast run, he fell at the last control, within sight of the finish, and had to complete the course on broken skis. In the Downhill team event, the Army, as expected, came first, and the R.A.F. just pipped the Navy for second place.

The Championships, as a whole, are decided as a combination of both races, and the lead obtained by the Navy in the Slalom was sufficient to give them second place. The Army, as expected, won the Inter-Service Championships, but both the Navy and the R.A.F. gave them a much tougher fight than in the last two years. In particular, the Navy are in a promising position.

For his age, Harry King has a great deal of racing experience, and next year must stand a good chance of winning the individual titles. Peter Willis-Fleming who had never raced prior to this year, did remarkably well to obtain fifth place in the combined result.

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